Weather

Threatening weather today. The maximum temperature yesterday was 81.2 and the minimum 77.0, the figures for the corresponding day last year being 91.0 and 74.8.

THE CHINA PRESS

大陸報

Today's paper consists of 40 pages in three sections

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TRIPLE ALLIANCE AND TREATY ARE PASSED BY LORDS

Ratification Completed Now In Both Houses In Britain

VOTE UNANIMOUS

Necessity Of Protecting France Is Explained By Lord Curzon

BULGARS AWAITED

Council Finishing Treaty That Shortly Will Be Presented To Them

(French Wireless To Reuter)

Paris, July 25.—(Via Lyons and and Koukasa).—The Treaty of Peace and the Anglo-French Convention have been passed unanimously by the House of Lords.

There was no debate, not a voice being raised in criticism of the Bill, which accounts for the unanimous vote after a short statement by Lord Curzon explaining the necessity of the Bill. France could not put her faith simply in the frontiers singularly exposed to violation by a powerful enemy until the League of Nations has been established. She desires some guarantees which will shelter her from similar aggressions in future.

Bulgarians Are Awaited

Paris, July 25.—(Via Lyons and and Koukasa).—The Bulgarian delegates due at the Peace Conference, who were expected to arrive in Paris this morning, will arrive tomorrow morning, owing to the fact that they have prolonged their stay in Lausanne one day.

The Inter-Allied Supreme Council met this afternoon and examined the economic and financial clauses of the Treaty with Bulgaria.

Tomorrow the Commission on Jugo-Slav affairs and the Commission on the Adriatic question will meet.

PEKING SEEKING LOAN FROM OLD CONSORTIUM

Intention Is To Get Advances To Tide Government Over Its Present Needs

(From Our Own Correspondent)

Peking, July 23.—The financial difficulties of the Chinese government are so pressing that efforts are being made to negotiate a conditional loan with the old foreign financial Consortium. This loan would probably be in the form of an advance on a large reorganisation loan to be undertaken later by the new Consortium and to cover expenses of a reform of the currency system, paying up the last year's budget deficit and paying interest on short-term loans.

Rumors that a large capital loan will be undertaken under the auspices of the old Four Power Consortium are unfounded and are believed to be circulated through the agency of the various sources opposing and wishing to discredit the new Consortium. The Japanese papers that are advertising these rumors are known to oppose the new group as limiting the financial field of Japan in China; the pro-Japanese Communication clique in Peking opposes the Consortium as ultimately threatening its control of railroads, and the friends of the Russian banking interests are opposing the new Consortium in which Russia has been given no standing.

The old Consortium, now composed only of the British, French and Japanese group, with Russia as a silent partner, has been resuscitated for one year beginning June 8 last, to handle foreign bankers' interests in China temporarily until the new group is ready organised, when the old Consortium will lapse. An option on a currency reform loan, originally held by an American group and later taken over by the old Consortium, will be used as the basis of the future reorganisation loan on which the present projected loan will be an advance.

Japanese And Chinese in Kirin Reach Agreement On Areas Troops May Occupy

Nipponese Legation At Peking Denies Any Demands Have Been Made As Result Of Recent Fighting At Changchun

(Reuter's Pacific Service)

Peking, July 23.—The Japanese Legation states that General Kao Shih-pin and the Commandant of the Chinese garrison at Kuangchengtze visited the Japanese Consul at Changchun on the 20th instant and came to an arrangement defining the spheres to be occupied by the Japanese and Chinese troops, as a provisional measure owing to the excited condition of the troops. The Legation denies that any demands have been made in connection with the fracas at Changchun either at Changchun or Kirin.

Rail Guard Continued

It is reported that the Chinese representatives on the Inter-Allied Committee of Trans-Siberian and Chinese Eastern Railways have indicated in a telegram to the government that the Changchun incident is not likely to affect the continued guarding of the Chinese Eastern Railway by Chinese troops.

General Hsu Shu-cheng left Peking for Mukden on the 21st instant, and went on to Fanchiatung. It is understood that he is investigating the Changchun incident, as a side issue, but that the main purpose of his visit is to negotiate with General Chang Tso-lin concerning the appointment of General Wu Sheng as Commandant of a Northeastern Frontier Defense Force, proposed by General Chang some weeks ago.

Other Appointments

This appointment would give General Wu a post in the Northeast similar to that held by General Hsu in the Northwest. Since this nomination was made by General Chang, Marshal Tuan has been appointed Commander-in-Chief of the Frontier Defense Force, so that a Commandant of the Northeast would be under Marshal Tuan not under General Chang Tso-lin, and it is said that negotiations are necessary between Marshal Tuan and General Chang Tso-lin.

The House of Representatives within a day or two will vote on a bill brought forward by the Anfu Club proposing a resolution for Parliament to urge the Government not to agree to the new consortium.

MING KUO PAO ORDERED TO SUSPEND TWO DAYS

Editor Charged With Publishing Inciting Matter Pleads He Is Not Responsible

The publication of the Republican Daily News was ordered to be suspended for two days yesterday in the Mixed Court by Japanese Assessor Hayashide and Magistrate Tsang and its editor, Mr. Yih Tsoo-tsang, was ordered to sign a bond, undertaking not to publish any more articles of an inciting nature. The charges as brought by the police were for the publication on July 4 of a certain article endangering the public safety and for the publication on July 18 of another article "inciting other persons to exterminate and murder" General Yang Shan-teh, the Tuchun of Chekiang.

Mr. R. C. Faithfull, who prosecuted on behalf of the police, stated in his opening speech that the first charge was based on an article that appeared on July 4 on the second page of the paper. Part of this article reads: "Some time ago, Hsu Shih-chang said that if the Treaty of Peace is not signed, China will not be able to join the League of Nations. These lies fell by their own fallacy. Fortunately, our people were not deceived by him and declared that we would never recognise the treaty if it was signed. But the refusal to recognise the treaty is merely empty talk, the best plan is to get rid of the traitors and to reorganise the government."

Counsel said that about a week ago, accused, after being summoned to answer the first charge, caused to be published a more heated or worse article. On page 3 an article in the middle of the page read: "Naturally, these Tuchuns do not know law and administrations, and treat people's lives as grass and wantonly use their powers and functions. Although they are officials, they are no better than robbers and murderers, etc."

Mr. Faithfull then submitted that the accused had been cautioned on May 17, when he was charged with inciting the murder of the Hunan Tuchun, and told not to use any more threatening language in the future.

The defendant, addressing the court from the dock, made a patriotic plea for the freedom of the press and free government. In answer to the first charge, he said the article in question was sent to him for publication by the members of the Old Parliament now in session in Canton. He submitted that parliamentarians were elected by the people, therefore their views represented those of the people. The circular was sent to him by the Shanghai members of the legislature and contained the resolutions which they passed at a public meeting, as the agenda of the body on July 3 would show.

As to the article that appeared on July 18, defendant submitted that the utterances were made by no less

(Continued on Page 2)

BRITISH FLYING BOAT IS ON WAY TO FINLAND

Foreign Office Official Who Is Passenger Is Carrying Despatches To Legation

(Reuter's Service)

Copenhagen, July 20.—The British flying-boat E-5 is proceeding to Helsingfors. It carries a Foreign Office Official on a special mission to the Finnish Republic, despatches for the British Legation at Helsingfors and also copies of the London newspapers.

Week's Figures Show Epidemic Is Increasing

Many More Deaths Recorded Among Chinese Victims; Hospital Still Full

Indications that the epidemic of choleraic diarrhoea is steadily increasing among Chinese around and in the Settlements are contained in the figures recorded at the Red Cross Summer Diseases Hospital up to yesterday afternoon.

The hospital is still crowded to overflowing and since its opening, two weeks ago, 2,503 patients have received treatment. Of these 869 of critical nature were received and were given the saline injection. There have been 192 deaths.

Since the publication of the report for the number of cases up to last Tuesday, 913 additional victims have applied for treatment of whom 75 have died. It was stated at the hospital yesterday that the increase during the past four days has been particularly noticeable and that the rate of mortality has risen from 9.3 to 12.2 percent.

The epidemic is still confined almost solely to persons of the poorer classes.

YORKSHIRE MINE STRIKE GROWS MORE SERIOUS

Transport Workers' Walkout At Liverpool Is Also Growing In Extent

(Reuter's Service)

London, July 20.—The strike of Yorkshire miners has extended seriously. There are now 200,000 miners on strike, including 50,000 men who are chiefly employed in pumping and keeping the mines safe and workable.

The mates and engineers of the harbor-craft in the port of Liverpool have struck in support of the disputed demands of the transport workers.

Where Is This Fellow Androcles?

Morris in Adams Cartoon Service.

PEKING AMERICAN FIRMS FORM COMMERCIAL BODY

H. C. Faxon Of Andersen, Meyer And Co. First President Of New Chamber Of Commerce

(From Our Own Correspondent)

Peking, July 23.—An American Chamber of Commerce has been formed at Peking by representatives of Andersen, Meyer and Co., the International Banking Corporation, the American Trading Co., the China-American Trading Co., the American Bank Note Co., E. W. Frazar and Co., the Siems-Carey Co. and the Standard Oil Co. The President of the American Chamber of Commerce in Peking is Mr. H. C. Faxon, of Andersen, Meyer and Co., while the other officers are: Vice-President, Mr. Harry H. Payne, of the American Bank Note Co.; Secretary, Mr. A. C. Williams, of the American Trading Co.; Treasurer, Mr. C. R. Bennett, of the International Banking Corporation; Executive Committee, the President and Secretary (ex officio), and Messrs. T. J. N. Gattrell, of the Siems-Carey Co., and W. B. Christian, of the China-American Trading Co.

The firms named above are the charter members of the Chamber and other American firms in Peking may become ordinary members by an affirmative vote of three-quarters of the members of the Chamber. Membership is by firms only and each firm must upon its election name a representative and an alternate satisfactory to the other members. The admission fee is Mexican $100 and the annual dues are $50.

The purposes of the Chamber are to protect and further American commercial interests; to promote business co-operation; to disseminate useful business information to the members; and to arbitrate between disputants—the decisions in such arbitrations to be recorded for future guidance. These are the avowed objects of the Chamber as set forth in the by-laws, but the Chamber will likewise do its best to foster good business relations with Chinese firms and further Sino-American business co-operation wherever possible.

The need of an American Chamber of Commerce in Peking has long been felt, and with the constant growth of American trade in this city it is believed that the new Chamber of Commerce will be a valuable asset in promoting American trade and making closer the business relationship between American and Chinese firms.

Admiral Sims Aavocates Retention Of Submarines

Emphasises Scouting Value Of Underseas Craft In Address At Naval War College

Newport, R. I., June 30.—Rear Admiral William S. Sims, who as Vice Admiral, commanded the American naval forces in European waters during the war, took up cudgels in behalf of the submarine as a weapon of warfare in opening the Naval War College today as President, when it resumed its work suspended by the war.

Addressing the opening class of thirty officers, including Rear Admirals, Captains and Commanders, Admiral Sims was emphatic in endorsing the submarine, thereby taking a position contrary to the proposal made to the Peace Conference in Paris for the abolition of the underseas boat as an engine of war.

He pointed out particularly th value of the larger underwater craft, those with a cruising radius of two or three months. For scouting purposes he considers such a craft a dangerous weapon against other types of scout vessels. He said destruction of enemy submarines, in the late war was most effective by Allied submarines, England especially being successful in this way.

Discussing the purposes of the naval war badge, Admiral Sims said in part:

Waste From Lack Of Training

"There has been wasted during this war a great deal of effort, much valuable material, and even many valuable lives because of the lack of training necessary to reach logical decisions based upon the well-known immutable principles of war. The constant prayer of those who bear great responsibility in time of war is that they may be spared the results of the decisions of the so-called practical officers who are ignorant of the part of war and who have not been trained to think straight—that is, who have not been trained to make a logical estimate of a situation.

"It should be clearly understood that the college does not propose to establish a code by which naval warfare can be conducted. It does not propose rules for meeting various situations. This would be wholly impossible because of the infinite variety in the character of the conditions and situations. Each problem must be dealt with on its merits, in accordance with certain general principles which it is the object of the College to develop and to teach.

"That is, the College aims to supply principles, not rules, and, by training, develop the habit of applying these principles logically, correctly, and rapidly to each situation that may arise.

"The college does not claim to show what should be done in particular cases, but hopes that the college training in the application of the principles of warfare, to problems based upon modern conditions, will enable you to reach acceptable solutions in any case that may arise.

"As there sometimes arises the impression that the college is, or should be, the plan-making branch of the navy, it may be well to repeat the explanation of its proper function that has been given by the former President.

"It is true that the college should supply plans as required if it was provided with a special staff for this purpose many times larger than its present staff, but as the data essential for this work is necessarily continously accumulating in the various branches of the Navy Department, it is manifest that such a planning section should not be located here.

Supply Not Plans But Planners

"It would be wholly impossible for the teaching staff to undertake plan-making in addition to its own work. It is for this reason that the college does not assume, and cannot undertake, any administrative functions. Administration involves action, and the essential function of the college is not action, but training for action. While we cannot supply strategic plans required by the Navy Department we hope to supply officers who can formulate such plans.

"Similarly, we cannot supply tactical battle plans to fit all conditions that may arise in the Fleet; but if the College course proves successful it will supply Commanders-in-Chief and Fleet staff officers competent to prepare and carry out such plans. If the college should be required to do planning work it would cease to be a teaching institution and become a part of the General Staff, with the duty of supplying plans instead of officers trained to prepare plans.

"Some officers have admirable knowledge and experience but fail in the quality of military character. They are honest, loyal, zealous, and devoted. They know the principles of warfare, but they do not always exercise the will and self-control to apply them. They understand the principle that in extensive organisations work should be divided according to specialities and the head of each section given full responsibility and authority, but they do not apply it—hesitating to allow authority, even in minor matters, to pass out of their hands. This subject will be taken up in due course. Its importance is due to the fact, often demonstrated, and particularly so in the Great War, that not infrequently officers of quite exceptional ability, knowledge, experience, and energy failed to succeed because they did not understand, or did not apply, the principles of military character."

TERMS TO AUSTRIA SEVERE AS THOSE GERMANY ACCEPTED

Summary Of New Clauses Shows Frontier Changes Have Been Made

ARMY IS REDUCED

Conscription Ended And Armed Forces Are Not To Exceed 30,000

TO FIX INDEMNITY

Extent Of Reparation To Be Exacted Will Be Announced In 1921

(Reuter's Service)

Paris, July 20.—The official summary of the new clauses of the Austrian Treaty states that the frontier between Austria, of the one part, and Hungary and Czecho-Slovakia, of the other, has been modified in order to include within Austria territories inhabited by German-speaking populations. A bridgehead is established south of Pressburg on the right bank of the Danube.

Fixes Size Of Army

The Austrian Army shall not exceed 30,000 and shall be reduced to that figure within three months. Conscription shall be abolished and voluntary enlistment substituted as part of the plan to enable the initiation of a universal limitation of armaments. The army shall be used exclusively to maintain internal order and control the frontiers. All officers must be regulars. Present officers who are retained must serve till they are 40 years of age and new officers must agree to at least twenty consecutive years active service. Noncommissioned officers and privates must enlist for at least twelve consecutive years, including at least six years with the colors. Within three months the armament of the Austrian army must be reduced according to the details of the schedules and all surplus surrendered. The manufacture of war material is confined to a single state-controlled factory and the importation and exportation of war material is forbidden.

Action On Reparations

The Reparation Commission will notify Austria by May 1, 1921, of the extent of her liability to make reparation, the payments being spread over a period of 30 years. The Commission will consider the diminution of Austria's resources.

There is provision, however, for immediate reparation. All merchant-ships and fishing craft must be surrendered within two months and also 20 percent of the river fleet. Austria undertakes the restoration of invaded areas and must deliver within three months a specified number of livestock to Italy, Servia and Rumania and also give a five years' option on timber, iron and magnesite based on pre-war importations.

Austria agrees to restore specified documents and works of antiquity and art removed from invaded territories during the past ten years, except in the case of Italy, where the period will be from 1861.

Austria will also pay the cost of the armies of occupation.

Austria will not export gold before May 1, 1921.

Status Of New States

The new States arising from out of the dismemberment of Austria assume part of the Austrian debt before the war as apportioned by the Reparation Commission. The Austrian Republic assumes the whole war debt of the former Austrian Government but the new States must carry the War Debt Bonds held within their respective territories.

Austria renounces all rights with regards to international financial and commercial organisations in the Allied countries, Germany Hungary, Bulgaria and Turkey or the former Russian Empire; agrees to deliver the gold deposited as security for the Ottoman Debt; renounces all benefits under the treaties of Bucharest and Brest-Litovsk and transfers to the Allies all her claims against her former associates during the war.

Financial Adjustments

All financial adjustments, such as banking, insurance, etc., necessitated

by the dismemberment of the Monarchy shall be regulated by agreement between the various governments or, alternatively, the Reparation Commission will appoint arbitrators.

The conditions under which railways are to be granted to private companies must be arranged between the Concessionnaire and the State concerned or submitted for arbitration to the Council of the League of Nations.

Financial Delegates Arrive

Paris, July 25.—(Via Lyons and and Koukaza).—This morning the Austrian financial delegates arrived at St. Germain. They are M. Fonkamesker, M. Schumacher, M. Beer and M. Grochnick. These delegates should have arrived on Thursday morning but stopped on their way to confer with the Austrian Chancellor, Renner, and President Bauer.

EMPRESS BOAT BRINGS MAIL AND PASSENGERS

Lieut. A. H. Mancell, Returning From War Service, Is Among Arrivals

Bringing 900 sacks of mail, 126 passengers and 2,000 tons of cargo for Shanghai, the Empress of Asia of the Canadian Pacific Ocean Services arrived at Woosung early yesterday morning, the tender arriving at the Customs Jetty at 10:30 o'clock. Thirty sacks of letter mail and 453 bags of parcel-post and second-class matter was consigned to the American Post Office.

Among the passengers for Shanghai was Lieut. A. H. Mancell, who returns to the local branch of the Hongkong and Shanghai Banking Corporation after serving four years in the British Army. He was torpedoed in the Mediterranean, sustained two severe wounds while fighting on the Western Front and served with the British Army of occupation.

Lieut. R. W. Barff, Major H. J. Irwine and Mrs. Irwine, Lieut. C. I. Lowery and Messrs. R. R. Roxburgh, J. K. Tweed, T. P. Moorhead and C. H. Godfrey were among the incoming passengers.

Messrs. Gregorio Nieva and Manuel Escudero of the Philippine Independence Mission and Mr. C. H. Cotterman, owner of the Walkover Shoe Store at Manila, were through passengers.

The Empress sailed last night for Manila and Hongkong, the tender leaving the Customs Jetty at five o'clock yesterday afternoon.

Million Dollars Paid For One Large Farm

Tract Under Cultivation More Than Forty-Five Years Changes Hands

Lincoln, Neb., June 7.—For the first time in its history a Nebraska wheat and corn farm has sold for $1,000,000. The transaction involved a 4,320 acre tract that has been under cultivation, seventeen miles from Lincoln, for over forty-five years, situated upon the main line of a railroad. It was bought by Woods Bros. of Lincoln. They now operate the largest grain farm in the State in the territory north of Omaha. It is a 5,600 acre tract that Nelson Morris, the packer, used for years for grazing cattle on. The Woods Bros. put in a $40,000 drainage system, and made it worth $200 an acre. They now operate 23,000 acres of farm land, in addition to several large cattle and horse ranches.

The tract near Lincoln covers parts of two counties, and has been a part of the estate of C. E. Perkins, wealthy Boston man, who was President of the Burlington Railroad for a number of years previous to his death. He bought it for $100 an acre twelve years ago from the man who built the main line of the Burlington and who paid that road, which received the land as a part of a Government grant, $5 an acre for it.

A tremendous land boom has struck Nebraska, the result of $2 wheat and $1.75 corn, and thousands of acres are changing hands, each time at an advanced price. The most remarkable transaction covers the history of a farm in Eastern Nebraska that has changed ownership six times in two years, the first buyer paying $190 an acre to the man who had owned it for a quarter of a century. It sold within a few months for $210, and three months afterward went back into the hands of the first buyer, who paid $235. He held it for six months and got $270 an acre, and it has just recently been bought from the last owner for $315. In two years the 125-acre tract increased $17,625 in value.

Nurse Edith Cavell Given Belgium Cross

Posthumous Award Made For 'Notable Courage, Devotion And Humanity'

(Reuter's Service)

Brussels, July 20.—The Civic Cross of the First Class of the Order of Leopold has been awarded to Nurse Cavell, "For notable courage, devotion and humanity."

HAIG IS RECOVERING

(Reuter's Service)

London, July 20.—Field-Marshal Sir Douglas Haig contracted a chill yesterday. He had a restful night, his temperature is now normal and he is much better.

PARIS EXCHANGE

(French Wireless To Reuter)

Paris, July 25.—(Via Lyons and and Koukaza).—Paris exchange: Paris-London cheques.... 31.38-31.50

War Loans:

3 percent	61.20
4 percent 1917	71.35
4 percent 1918	71.05
5 percent	89.00

U.S. INQUIRY INTO WAR STARTED ON JUNE 23

House Committee Expected To Be Ready Then To Open Hearings Into Conduct Of War

SOME REPUBLICAN DOUBTS

Fear Investigation Will Not Develop Anything New And Leave Party Open To Criticism

Washington, June 7.—Hearings by the special House Committee appointed to investigate the conduct of the war will begin about June 23, according to a statement made today by Representative Graham, Chairman, who early next week will name the sub-committees to conduct the inquiry into different branches of military activity.

Some Republican members of the House are now expressing doubt as to the wisdom of devoting time to such an inquiry while the country is eagerly looking for legislation of a constructive nature. Some of the leaders fear that the investigation will not develop anything more than was told while the war was in progress, and that the party will be criticised for such post mortem work and for a possible delay in legislative matters.

Mr. Graham, outlining the plans of his committee, said in a statement:

"The Select Committee on Expenditures in the War Department, of which I have been named Chairman by the Speaker, will proceed to business as soon as the necessary clerical assistance can be procured and a permanent organisation effected, which, I imagine, will be during the coming week.

"It is the purpose of the committee to proceed to a careful and complete audit of all the expenditures of the War Department during the present war, including the expenditures that are now continuing. During the war vast sums of money were appointed for the use of the War Department without itemisation. It was necessary, owing to the emergency of the war, to thus trust to the discretion of the War Department the proper investment of these funds.

"Now that a state of peace is practically existing, a careful audit and investigation of these expenditures ought to be made. The reasons are patent. The people have a right to know, and will know, as a result of this investigation, how these vast sums were expended. It is manifest, that from such an investigation it will be possible for our country in the future to guard against the mistakes and wastes which doubtless have taken place during this war.

"I am informed that today the expenditures in the War Department are practically as large as during the continuance of the war, and I have no doubt a careful investigation and publicity of present-time conditions will result in cutting off much useless expense and unnecessary waste of public funds. The country expects us to get back to a normal basis at the earliest possible time and to practice every economy that is possible.

"Nothing will help toward economy so much as a public knowledge of conditions as they actually exist. I may say, incidentally, that if in this investigation it is found that there have been men or corporations who have been taking advantage of the necessities of our country to enrich themselves and to make undue exactions from the Government, this investigation will doubtless disclose their identity and they must suffer the consequences. The work of the committee will be fair, just, impartial and nonpartisan, and will be conducted solely for the purpose of informing the people of the facts.

"It is our purpose to divide the work into sub-divisions. A tentative sub-division of this work would be sub-committees on aviation, ordnance, Quartermaster's Department, camps, and cantonments and expenditures in foreign countries.

"I think, from present indications, we shall have a permanent organisation by the middle of next week and will be prepared for public hearings, perhaps, by Monday, June 23. Doubtless the preliminary hearings will be by the whole committee, until it is apparent sufficient foundation has been laid for the division of the work into such sub-divisions as the committee shall then find it necessary to make."

BRITISH ARE BEST

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Descriptive Catalogue free.
Get our special offers.

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Wholesale Seed Growers.
Langport, England.

DRINK
RED ROC
The Perfect Water

Ming Kuo Pao To Suspend Two Days

(Continued from Page 1)

responsible a man than the vice-speaker of the lower house in Canton, Mr. Chu Fu-jen. Mr. Chu was a Chekiang parliamentarian elected by the province, so his statement deserved the careful consideration of the public.

Defendant then pleaded privilege on ground that both the articles upon which the charges are based were written by responsible parties; and said that as editor of a paper which has been fighting for the constitutional cause, he thought he was doing the right thing. The words "to get rid," as he had occasion to explain before, did not mean to kill, defendant added.

The Magistrate remarked that the fact that no other papers published the articles showed that defendant was not using discretion in the matter.

News Brevities

The annual general meeting of the Shanghai Dock and Engineering Company, Ltd., will be held at 5 p.m. Tuesday in the General Chamber of Commerce rooms, 1 Yuen Ming Yuen Road.

* * *

The Pacific Mail Steamship liner Colombia, scheduled to sail for Manila today, has been delayed until tomorrow afternoon. The sailing hour is announced as four o'clock. The Colombia takes 40,000 bags of Shanghai flour to Manila. Captain and Mrs. S. L. Weld, Lieut. Robert Steil and the members of the 4th Philippine Infantry baseball team will be passengers to Manila.

* * *

Mr. G. M. Jackson, who was general passenger agent at Shanghai for the Canadian Pacific Ocean Services until last April and now is the Manila agent of the Company, has been named general passenger agent at New York and will return to the States next month on the Empress of Asia. Mr. J. R. S. Shaw, former C.P.O.S. agent at Hongkong, who returned from leave on the Empress yesterday, will relieve Mr. Jackson at Manila.

* * *

Members of the Western Returned Students' Union journeyed out to Nanyang University and Futan College yesterday and made an inspection of the premises. A program was later given at Futan College. Mr. C. C. Nieh, president of the Society for Constructive Endeavor, and Mr. Sun Han-chang, general manager of the Bank of China, spoke.

* * *

Two armed robbers, Yu Kan-shih and Huang Kao-tung, were shot at the Arsenal yesterday afternoon by order of the Defense Commissioner, General Lu Yung-hsiang.

FRENCH MARKET

(French Wireless To Reuter)

Paris, July 25.—(Via Lyons and Koukaza).—Quotation are as follows:

Marseilles (July 25):	
Japanese green peas	127
Japanese potato flour	135
Le Havre Cotton:	
First quality	331
Second quality	300
Third quality	314
Lyons: (July 25): Raw Silk:	
Cevennes	153
Italian	160
Syrian	116
Japanese	146
Chinese	153

Canton, unquoted.

Correspondence

New Customs Jetty Ruling

Editor, THE CHINA PRESS

Sir,—I went to the Customs Jetty this morning to meet a young lady friend who was a stranger to Shanghai arriving upon the s.s. Empress of Asia and there I found newly erected signs: "None but passengers and those holding a pass will be admitted on the jetty," with police there to enforce it. Quite a crowd of angry Shanghai residents were there for the purpose of meeting their friends from whom I learned that they had gone to the steamship company with the request for a pass and had been refused.

Without questioning the wisdom of this new rule, the procedure is certainly open to criticism and the business of this community, particularly that controlled by the police, should not be carried out on the principle; "The public be damned." If a radical change is to be made from the established custom sufficient time ought to be given by published notices to avoid repetition of what occurred this morning and the notice should be explicit so that we, as law-abiding residents, would know how to proceed where necessity compels us to go under the jurisdiction of the police officer who has no discretion except to follow orders from superior officers who are probably comfortably located in a far away office.

My explanation to the police officer that I was to meet a young lady, a stranger, to assist and direct her, had no effect for as he rightly explained he had his orders which he had to follow. After considerable difficulty and delay with my young lady friend half in hysterics, believing that she was in a strange land without a friend, I succeeded in attracting her attention by yelling myself hoarse and signalling with both arms to the disgust and danger of those immediately around me in a crowd massed together in a small space on a very hot day. I explained the situation over the heads of about a half dozen front lines ahead of me. The hotel runner was on the other end of the jetty and the young lady's baggage scattered around, without knowledge on her part of what to do. From this experience it must be recognised that the procedure adopted by the police has caused a lot of unnecessary inconvenience to a number of Shanghai people and to other friends arriving; and that the order, even with explicit instructions, unless sufficiently liberally interpreted to admit a friend being on the jetty to meet incoming passengers, especially strangers, will cause a lot of inconvenience if not something worse.

If it is the intention hereafter to make changes owing to the increased numbers of the community and business then consideration should be given to provide a substitute. It must be recognised it is a very old and dear custom to be on the pier to see departing friends and wave a farewell and it is almost necessary for accommodation to be provided to meet incoming friends, especially strangers. If the existing facilities are too small let us increase them, put up a temporary matshed over the foreshore adjoining the pontoons where departing passengers and friends can gather for their last few minutes with an understanding that the steamship will give whistle warning five minutes before the tender leaves. Let it be impressed upon our public officials the necessity that where they destroy they should construct a substitute, especially where increased business and prosperity is the cause for the change.

Yours faithfully,
SHANGHAI RESIDENT.

Shanghai, July 26, 1919.

The Red Cross Hospital

Editor, THE CHINA PRESS

Sir.—If the reporting staff of the various local papers cannot supply the public with news concerning the cholera-like disease, perhaps you will be good enough to publish this letter, which I trust will be taken up by someone else. For the last three days I have visited the Red Cross hospital at least three times a day and what one sees there is nothing more than a public disgrace. The sick are being brought in every few minutes and the dead are lying on the floor in an alleyway side by side, head to foot fashion, only covered here and there with small pieces of cloth or matting. Dr. Patrick and his other foreign assistant are working like niggers together with the assistance of eight or nine Chinese doctors. These doctors are deserving of the greatest praise for the good work they are doing. There is room for another dozen doctors. Now I ask the following questions and shall be obliged if some can furnish me with a reply.

1.—Apparently most of the dead are poor people; what steps are therefore being taken to provide coffins.

2.—What are the health authorities doing in the way of assistance?

3.—Why do not the English and Scotch firms of doctors offer their assistance?

The sooner some of the above mentioned doctors knock off visiting their lady friends (sometimes the ladies are ill) at 4 p.m. for a cup of tea and devote that time at the Red Cross Hospital, Tientsin Road, the sooner perhaps this unpleasant state of affairs will end.

I have seen with my own eyes the above mentioned facts at the Red Cross hospital, while the visiting of certain doctors of ladies (whose names appear on their books), for the cup of tea is no exaggeration.

The truth always hits hard, but we know very well that if the German doctors were here, they would have offered their services long ago. As a last reminder, "The dead are lying like sardines in a tin."

Yours etc.,
MORAL IT.

[The truth about hospital conditions is one thing and deserves consideration, but why intrude the personality of other doctors, especially on the score of nationality?—Ed. C. P.]

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See page 8

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European Labor Conditions Reported On By Mission

Americans Find Two Factions Of Party Contending For Supremacy In England

New York, June 14.—The European Commission of the National Industrial Conference Board has just returned to this country, and is busily occupied in the preparation of its report. At a meeting held yesterday at the Hotel Astor members of the commission discussed their preliminary statement. Although the report has not been completed, some general conclusions based on visits to Great Britain, France, and Italy were stated by Charles W. Asbury, Chairman of the commission. The other members of the commission are S. Pemberton Hutchinson, President Westmoreland Coal Company; J. Lawrence Laughlin, economic adviser to the National Industrial Conference Board; Oliver S. Lyford, Vice President Santa Clara Lumber Company; William H. Van Dervoort, President Root and Van Dervoort Engineering Company. The full report of the commission is expected to be issued soon.

While labor organisations have been pressing their claims in the several countries, Mr. Asbury said yesterday that in Great Britain the demands had been the most extreme and the effort to enforce them the most determined. He said questions affecting labor had been projected into politics, and the active Labor parliamentary group had gone to the extent of preparing a very definite political program under the heading of "Labor and the New Social Order," while the extremists were very active and resolved to win at any cost. On the other hand, according to Mr. Asbury, there is a large element in the older unions which, not swayed by radical passion, thinks more conservatively and is in favor only of regular procedure in accomplishing ends agreed upon as desirable. These opposing views have precipitated a contest between the radicals and the older type of union leaders for control of the labor organisations. The radicals had seized upon the machinery of the union organisation in the effort to enforce their views and methods.

Fight Over Wages

In addition to the struggle within the unions, there was the larger conflict between labor in general and the employers over higher wages and fundamental changes in the control of industry. The nationalisation and socialistic control of all industrial undertakings was the object aimed at by the chief labor leaders. In both of these struggles the Government of Lloyd George had taken an active part, urging employers to favor the inclusion of all workers in the labor organisations, pointing out the advantage of having a representative body to deal with. The employers do not recognise the alleged benefit it appeared, but maintained that when demands were made by organised labor the Government, apparently for political motives, yielded to them at the expense of the employers. They also contended that since the radicals were in the saddle, and the more orderly workers were likely to have little voice, the more complete the labor organisation the greater the disadvantage of the employers.

In France, too, the machinery of politics had been set in motion on behalf of labor issues. During the discussion of the eight-hour day the majority of French workmen evinced indifference. The eight-hour law was put through not so much because of a demand from the workers as by what was deemed to be a matter of political expediency. The employers were represented as accepting the wisdom of an eight-hour day, but as a matter of fact French employers issued a printed protest against it. A major point of this protest was that an eight-hour day would stimulate the movement of workers from the farms to the city and would badly cripple the country's agriculture. The fact that several energetic and noisy radicals were elected to the Chamber of Deputies had also been misconstrued. A busy minority was able to sweep them into office because of the indifference of voters who did not take the trouble to oppose.

Opposed To Disorder

France, it was said, had no surplus labor and none of the problems arising from unemployment, and the workers had no fear that labor-saving devices might deprive them of their jobs. The majority of the workers were plainly opposed to disorder. Speculative socialism had a wide vogue, but Bolshevism was believed to have little chance of making serious headway. Only a small percentage of French laborers belong to the unions.

Italian labor conditions, it was pointed out, were directly affected by the existence of a surplus of labor. Large sums were being spent by the Government for unemployment donations, the effect of which was to hire men to be idle. The army had been slowly demobilised so as not to add to the unemployment. There could be quick recovery in industry if Italy could at once obtain coal and raw materials but she had no means of payment for those and credit was not as yet available. If materials were available, goods for export could be produced, and improve the value of the lira in foreign exchange. Without doubt the interfering hand of politics had been working against the return of industry to normal conditions by which foreign exchange would rectify itself.

The example of the interference of politics with labor questions in Europe bore directly on our own situation, it was said. There it had been disturbing and noxious. If we were to learn any one lesson from Europe more important than another it was to separate political from industrial issues. To promise the impossibilities in politics, because it would win votes, was certain to bring a dangerous reaction when the trick was exposed. When it was realised how many considerations—moral, educational, and economic—were involved in the matter of raising the standard of living (a thing to be desired by all) and how wrong it was to raise false hopes, we had a right to expect right judgment and economic insight. If it was said to Congress that the present relations between capital and labor must be entirely reorganised, it was assumed that it could be done by legislation. In fact the studies of the commission in Europe showed that such an assumption was entirely erroneous. Legislative enactments had not only not quieted discontent, but had really aggravated it by inducing a habit of mind which leans on the hope of new aids outside of industrial efficiency.

Six American Women Cleaned Up Pesthole

One Of Them Fell A Victim Of Typhus In Fight Against The Disease

Palanka, Servia, May 10.—Six American women have fought typhus to a standstill in this remote little Servian town. Here one of the foulest pest holes in Northern Servia was cleaned up by American women, both literally and figuratively. One of the nurses fell ill of typhus in her brave fighting against the disease.

The American women, nurses of the Red Cross, found the center of the typhus plague in an army barracks. Here 267 Serbs and Bulgarians lay sprawled about on the floor, without bedding or medicines, with typhus lice crawling about them.

The barracks, by courtesy called a "hospital," had no modern surgical instruments, no baths, no toilets with running water, no pails, no utensils, no nurses, no medicine. The stench from the room in which the nearly 300 emaciated, hollow-cheeked men lay on their filthy straw was overpowering. Here human scarecrows, with their skins like yellowed parchment drawn across their bones, had lain down in their rags to die.

With the exception of the cook, who gave them greasy cabbage and meat stew three times a day, no one came to attend them until the arrival of the American nurses. Those who slept when the soup was ladled out got nothing. Each day several typhus victims were taken out on two planks nailed together and buried in a trench near the barracks.

The American women installed "delousing" baths, used up hundreds of gallons of lysol on the men, clipped and shaved the inert victims, then, after bathing them in hot water, put them into freshly set up beds with white linen sheets, gave them food fit for convalescents, distributed American pajamas, scrubbed, whitewashed and disinfected the hospital from cellar to garret, drained nearby cesspools, screened doors and windows—and at the present moment they are out with gangs of Servian soldiers cleaning up the town!

Japan Labor Union Has Public Meeting

Tokio, July 16.—The Japan Labor Union, consisting of workmen employed at the electric, machinery, and other works, held its inaugural meeting yesterday at the Tokio Y.M.C.A. It was attended by some 1,000 persons. Mr. Arai Kyoto, representing the promoters, made the opening address, in the course of which he read a resolution to the effect that the Union aimed at the improvement of living by the harmonious working of capital and labor, refraining from all class conflicts.

He was followed by Dr. Tajiri, the Mayor of Tokio, and Mr. Oye, both of whom spoke in approval of the object of the new organisation. Congratulatory messages from Marquis Okuma, Count Oki, Baron Shibusawa and Mr. Ooka, the President of the House of Representatives, were read and there were five-minute addresses by laborers present, which was the feature of the meeting. Mr. Koura Rokusuke, a miner at a certain colliery in Kyushu, who came up to the capital for the express purpose of attending the meeting, described the wretched condition of the miners in the south, and made a deep impression upon his hearers. Several others, including a few tramcar conductors, also spoke, all urging the imperative necessity of improving the lot of the working classes.

Mr. Osugi, the well known Socialist, who was among the audience, expressed dissent from the views advanced by these speakers. With the permission of the promoters of the meeting he took the rostrum, and expounded his own views. Finding that Mr. Osugi's opinions ran counter to the objects of the Union, the promoters asked the Socialist speaker to cut short his speech. He and his followers, who were present, protested, and a noisy scene ensued. Police officials soon arrived from the Nishikicho Police Station (so says a Japanese paper, though it appears more than probable that there were a number of constables present to meet all emergencies, in view of the nature of the meeting), and took Mr. Osugi and five others into custody. The meeting came to a close at 9 p.m. without further mishaps.

Those who were taken to the police station were allowed to go home after examination.

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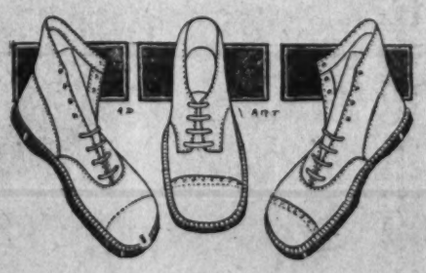

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Secretary Wilson's Testimony Before Housing Investigators Made Public

AGAINST AUCTIONING HOMES

Housing Chairman Wants Buildings Erected By Government Sold On Easy Terms

New York, June 14.—William B. Wilson, Secretary of the United States Department of Labor, and housing experts of his department described present day industrial conditions and housing plans utilised in various parts of this country and in foreign countries, notably England, in testimony before the State legislative committee during its recent visit to Washington. Senator Charles C. Lockwood, Chairman of the committee, made public the stenographic record of the proceedings there yesterday.

In his testimony Secretary Wilson gave his opinions on the increased cost of labor and materials, on immigration, and kindred subjects. He said that there has been during the war an increase in the labor cost of material that approximated 80 percent. In some lines of industry, he added, the cost of materials has gone up in the same ratio as that of labor, while in some industries the increases have been as high as 150, 200, and even 275 percent.

"There is not likely to be any general reduction in wage costs," he said. "There may be, here and there, some reduction where there is not power of resistance on the part of the wage workers themselves. There is a considerable power of resistance—I think a greater power of resistance—on the part of wage workers now than there was immediately preceding the war, and they take the ground, and it is a very logical ground, that increases in wages have not taken place during the period of the war until after there had been an increase in the cost of living; that the wage rate only followed the cost of living rates upward, and that consequently there should be a reduction in the cost of living before they are required to accept reductions in wage rates."

Predicts Great Prosperity

Mr. Wilson said that he believed that after the adjustment period the United States would see a long period of industrial activity. He cited figures to support his contention that there is not likely to be any great increase in immigration in the near future even if immigration is not restricted. As there is bound to be a greater demand than ever for our products in all parts of the world after peace is signed and with a limited supply of labor available, a reduction in wages, he argued could be only for a brief period. The labor of Europe during the reconstruction period will be better compensated than ever before, he said, and this will work to prevent migration from those countries.

Mr. Wilson was of the opinion that the cost of living would go down to some extent but on the whole he felt that price levels have been reached that are not likely to be disturbed for some time.

"My economic viewpoint is that it makes little difference to the public," he said, "to the people at large, whether the price levels are high or low if they are maintained with some degree of stability. The great loss comes when there is a change from low levels to high levels, or from high levels to low levels. When any sudden change takes place somebody has to pay more for what they get than what they get for the things they give. That is exactly true when you are changing from high levels to low levels and that loss comes as a result of somebody having to pay more than their proportionate share because their particular line of industry has not moved at the same time that some other industry has moved."

Explains Government Plan

Le Roy K. Sherman, President of the Housing Corporation, who was the next witness, said that the Government corporation built houses during the war in twenty-five localities. Asked as to what would become of these houses, Mr. Sherman said:

"These houses will be disposed of. How they will be disposed of is largely up to Congress. Various schemes have been suggested. They may be auctioned off. I think that would be a most deplorable thing for the Government to do at the present time. I think that these houses should be sold promptly by the Government to individuals. They ought to be sold to individuals who live in the houses on time payments for a period of between five and ten years. I think it would be deplorable to auction off these houses in big lots to speculators and profiteers, who through their ability to purchase in large quantities might get them at a very reduced rate. Let them sell them at these reduced rates."

James Ford, manager of the Homes Registration and Information Division of the United States Housing Corporation, and formerly a teacher in social problems at Harvard University, in speaking of the old-law tenement houses in New York, said that they would have to be scrapped. He pointed out that even during the period of the war the cities of Marseilles and Loan, France, spent tens of millions of francs in tearing down properties. He predicted that the United States would eventually see the desirability of such procedure for old-style tenement houses that are not habitable.

In describing various types of houses built cheaply, Dr. Ford told of a type of fabricated house made at Youngstown, Ohio, which rent at $10 a month for a four-room house with a deep lot and $15 for one with five rooms. These houses were built on the outskirts of the city, and the organisation claims to receive more than 5 percent on its investment. The houses have modern improvements, with a front porch and a garden.

Builds For Employes

He described the houses built by Sir William Lever at Port Sunlight for his employes. The houses, he said, were built on a philanthropic basis, Lord Lever thinking that it was better business for him to build and rent the houses to his employes than for them to live in houses built by speculative builders and conducted at a profit.

"His return on his investment is absurd but the health of his employes is so much better that he continues to make a large fortune out of his business," he continued. He then described the co-partnership tenant societies of England which have built on a large scale.

"There are over fifty such tenant societies in Great Britain," declared the witness. "These were established in this way. A group of skilled workmen in a British city, deciding that they wanted to move out from their slum houses and live in semi-detached homes, will get an option on a piece of land and then raise such little capital as they can among themselves by easy instalments until each has contributed one $50 share. The rest of the capital they get outside—about 65 percent from the British Government, bearing, I think, 4 percent interest, and the difference between the 65 percent, and the 10 percent was contributed by the share holding members. This is called the loan stock and bears 4 percent interest. This used to come at the very beginning from philanthropic sources, but it is now considered a safe and conservative investment and is pretty largely subscribed to by conservative investors.

"I will explain why it is a good investment in England. They get an option on a piece of suburban land. They try to buy it at its farm value before the land goes up. Then they secure from a central society the services of an architect, town planner, engineer, lawyer, and so on and that society generally places the loan stock for them so that the local society does not have to bother about that. They build their houses in quantity using the services of the best architects of the country and they get the benefit of expert advice to buy quantity production and secure people to build the houses at relatively low prices per unit.

Pay To Own Society

"They say that they save more than 20 percent by large skilled production in that way. The houses are built and then these tenant holders move in and pay rent to the society of which they are stockholders. The rent they pay for a five or six-room house in general is no greater than they would pay for slum accommodations because of the houses being built on large scale production.

"They pay rent continuously to the society of which they are stockholders. They rent strategic central sites, of course, to storekeepers, and they get good returns for them. They may also rent out property to private schools or churches or church organisations that want to build, and so on. In a few of these suburbs they rent out or lease land also, as is the custom in Great Britain, to industries. One such organisation as the Garden City, Letchworth, has more than fifty industries in it."

Dr. Ford said it would be possible to build such houses on the outskirts of Queens and Staten Island. The houses, he said, have no vacancies and the companies have long waiting lists. Even if they did not, the fact that every tenant is a stockholder would help fill any existing vacancies quickly, for the stockholders would attempt to get their friends or relatives in the vacant apartment so that their investment might not suffer.

The tenants, continued Dr. Ford, get dividends on their stock, five percent as a rule, and sometimes after payment of collective interests, improvements of the community center and playgrounds, they have money left over which goes for additional dividends.

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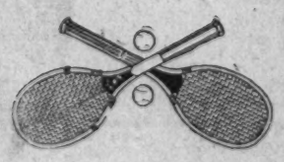

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U. S. Seeks To Perpetuate Its War Insurance Plan

How To Induce 4,200,000 Soldiers And Sailors To Profit By Government's Liberality Next Problem

Washington, June 7.—The War Risk Insurance Bureau, its executives admitted today, now confronts another of the staggering tasks that they have. The problem of reselling $40,000,000,000 of insurance is now before them. A "follow-up" campaign lasting twelve months would cost [illegible] eral million [illegible]

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American Commission Extends Crillon Lease Into Autumn Even If President Is Gone

Paris, June 7.—The American Peace Commission has extended its lease of the Hotel de Crillon, its headquarters, so as to insure possession well into the Autumn. This action is the outcome of the belief that the Peace Conference is likely to drag on for several months.

While the United States is not at war with Turkey and Bulgaria, its European Allies desire the American representatives' participation in the deliberations over the fate of these two enemy nations. Turkey, Hungary, and Russia present problems that the allied powers must solve, and there is every prospect that these will furnish reasons for keeping the interallied councillors in session here for a considerable period after the German and Austrian peace treaties are disposed of.

President Wilson does not contemplate remaining beyond the conclusion of the German treaty. On account of recent occurrences however, his return to America has been delayed, and it is understood that consideration has been given to the question whether he may without embarrassment to the public business of America be absent from Washington beyond July 1. The annual appropriations for the support of the Government expire on June 30, and it was taken for granted that the President would be obliged to be in Washington before then to approve the new Congressional acts making appropriations for the next fiscal year. Evidently, however, some method has been devised for enabling these bills to become law in the President's absence, perhaps through application of the constitutional limitation of the ten days given him for their consideration. Those close to the President do not disclose the method. One report is that he will approve the bills by cable. The suggestion is advanced that he could sign in advance the parchment sheets on which the bills are printed.

It should be understood, however, that it is not the intention of the President to remain abroad after the German peace is signed. A conservative estimate fixes the date for that ceremony not later than June 20. If the President left Paris then he would probably be able to reach America by July 1.

The plans of the President are understood to contemplate having Secretary Lansing, Henry White, and General Bliss remain in Paris until the work of the Peace Commission and its aftermath is completed. Colonel House, the other member of the American Peace Commission, will go to London to attend a meeting of the League of Nations Organization Committee, and subsequently spend several months away from Paris on a special mission on the Continent.

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NEW EPOCH IS ASSURED IN PAN-AMERICAN TRADE

Delegates Believe U. S. Finances And Credits Will Open Markets Of Both Continents

MEETING CALLED FOR 1920

Extension Of Freight Facilities, Cables And Other Co-operation Is Planned

Washington, June 6.—Inauguration of a new epoch in Pan-American commercial relations will date from the second Pan-American Commercial Conference, Director General John Barrett of the Pan-American Union and presiding officer of the conference, declared, in summing up the achievements of the meeting at the concluding session today.

"The one great outstanding characteristic of this conference," said Mr. Barrett, "has been the expression of the Pan-American or all-American idea and viewpoint, in which the interests of Latin America, just as much as those of the United States, have been frankly considered and discussed by the most eminent and skilled authorites of both North and South America."

Mr. Barrett's statement was greeted by a storm of applause from the more than 750 representatives of the United States and Latin American countries who have attended the five-day meeting.

Sums Up Conference

"If the work and results of the conference were to be summarised in the form of conclusions," said Mr. Barrett, "the following should be included:

"The immediate establishment of abundant freight, mail and passenger steamship facilities between the principal ports of the Atlantic, Gulf and Pacific coasts of the United States on the one hand and the corresponding ports of Latin America on the other.

"The making of every effort by both governments and individuals to develop thorough reciprocity and mutual co-operation in trading methods, regulations, business ethics and general treatment of commercial relations.

"The meeting of the unavoidable and pressing financial needs of the Latin-American governments and legitimate private undertakings and also the protection and enlargement of the United States-Latin-American trade, through the financial and banking interests of the United States providing the necessary money loans and credits.

Co-operative Patent Protection

"A well defined program for the protection of the patents, trade marks and copyrights of each country in all the others, through the new international bureau established in Havana and the opening of the South American office in Rio de Janeiro.

"The making of the parcel post beneficial alike to the export business interests of the United States and the rank and file of the Latin-American peoples through the removal of unnecessary restrictions and regulations.

"The improvement in the administration of consular offices, similarity of consular invoices and fees, the annulling of petty laws relating to trade and the revision and permanence of tariffs.

"The undertaking without delay all over Latin America of extensive railway and highway road construction, the renewing of railways already in existence, but suffering from the lack of supplies during the war, and the establishment of fast aviation mail service.

"Better credit facilities for Latin-American buyers, a closer study of the Latin-American trade and social conditions by the interests of the United States and the extension of United States banking connections, for the benefit alike of the United States and Latin America.

Extend Cable And News Service

"The improvement and extension of news service, cable service and the employment of the best methods of advertising, publicity and other agencies of commercial intelligence.

"The study of the Spanish and Portuguese languages, Latin-American institutions, history and geography by the people of the United States, and a corresponding study of the United States by the people of Latin-America and general vocational training for Pan-American trade.

"A favorable attitude toward the holding of the second pan-American financial conference in 1920, called by invitation of the Secretary of the Treasury of the United States to the ministers of finance of Latin America."

Frank H. Noyes, president of The Associated Press, told the conference the exchange of "true, ungarbled and unbiassed news" between the North and South American continents would be "more effectual in cultivating and maintaining the relations of friendship and affection that should exist between the two continents of this hemisphere than all the propaganda that could be fed out by all the publicity agents that could be put to work."

American business men, who have been criticised by Latin-American representatives for not paying enough attention to the wants of Latin-American customers, were defended by Dr. W. C. Kretz, of New York, who said that the various standards, rules and regulations existing in South and Central America made it impossible for the North American business man to know exactly what was desired.

A pledge that no expense would be spared to create a cable service between the United States, Central and South America which would be the equal of any in the world was made by John L. Merrill, president of the All America Cables. Mr. Merrill declared that his company had dedicated to the services of the three Americas 20,000 miles of cables and land lines and that extensions now under way or planned would bring the total to 30,000.

The first extension to be completed will be to Urugay and Brazil. Later one cable will be run from Rio Janeiro northward.

Cardinal Gibbons Calls Fourth Plenary Council

Cardinal Gibbons.

Cardinal Gibbons, chairman of the general committee on Catholic affairs and interests, has issued a call for the meeting of the entire Catholic hierarchy of the United States at the Catholic University in Washington on September 24. The meeting will be the first of its kind to be held since the Third Plenary Council of Baltimore in 1884. The general purpose of the conference will be to organise committees to study and work for the welfare of church and country, particularly along social and educational lines.

Woman Aged Eighty Makes An Ai Flight

Atlantic City, May 31.—Mrs. Ida C. Wilcox, who is eighty, the widow of an army colonel, lives in a little cottage near the field where airmen have been doing their daring performances since the beginning of the Aeronautical Convention. The fascination tempted her until she could stand it no longer, and this afternoon she gave the most experienced aviation fans at the airport a thrill by taking a ride with Eddie Stinson, who ascended 3,000 feet.

"I want you to go as high as you can," she said to the daring flyer, "and do all of the stunts I have seen you do with others."

Stinson did as she requested. He looped the loop with her ten times, did the Immermann turn, the nose dive, the tail spin and finally the shimmy, a new stunt invented at the air port, which consists of making the machine act as if it were skipping through the air.

"It was simply wonderful," said Mrs. Wilcox, when she came back to earth. 'Now I can really say that I have lived."

Then she turned to Stinson and remarked:

"You didn't do anything to scare one. Are you sure you really did all the things I wanted?"

Mrs. E. W. Browning, wife of a partner in Browning, King and Co. of New York, also took a thrilling ride with Stinson, doing twenty-six loops, four tail spins and two shimmies.

TODAY

27th JULY

See page 13

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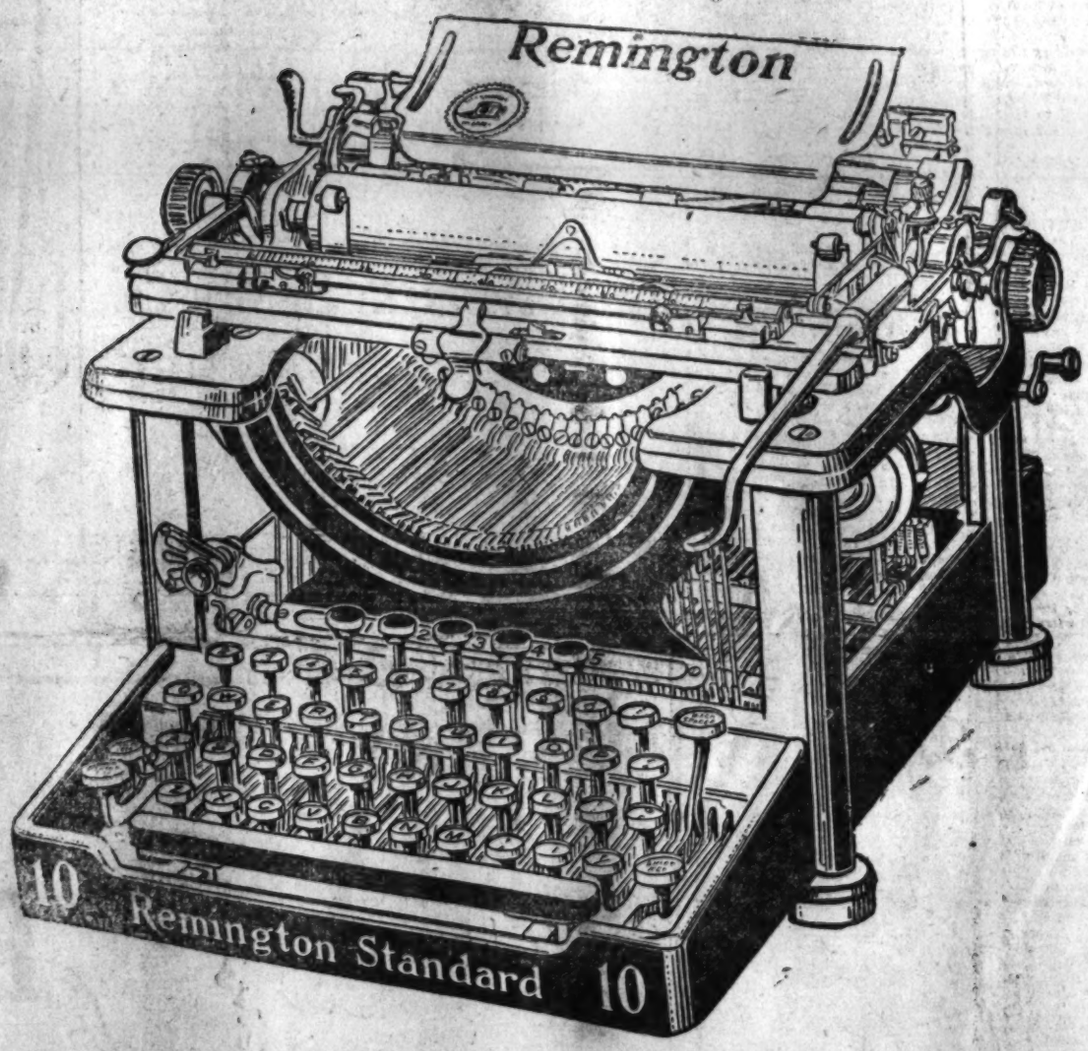

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When A Former Prince Of Wales Came to America

Prospective Visit Of The Present Heir To The British Throne Recalls Trip His Grandfather Made Through The United States In The Sixties

(*New York Times*)

If the young Prince of Wales visits the United States, in accordance with the announcement made last week, it is improbable that his visit will cause anything like the excitement aroused by that of his grandfather, the late King Edward VII., on the occasion of his journey through this country in 1860.

Albert Edward, Prince of Wales, traveled "incognito" as Baron Renfrew. Nevertheless, in so far as shielding him from public curiosity and lavish entertainment was concerned, the incognito was a farce. Everywhere he was met by enormous crowds, which sometimes completely barred his way; everywhere Americans vied with each other to do him honor, so that his trip was a triumphal progress from beginning to end.

When it became known early in 1860 that the Prince of Wales, then a boy of 19, intended to visit Canada, President Buchanan wrote to Queen Victoria, informing her that her son would have a most cordial welcome if he should include the United States in his itinerary. The Queen replied that the Prince would return to England by way of the United States, and would take great pleasure in testifying personally to the President the kindly feelings of Britons toward Americans.

The Prince crossed the Atlantic on the British frigate Hero, escorted by H.M.S. Ariandne, and landed at St. Johns, Newfoundland, July 24, 1860. With him came a small suite, including the Duke of Newcastle, in whose charge he was. Canada gave him a brilliant reception, though it was marred at Toronto by Irish Orangemen, who tried to make him pass under an Orange arch and hooted the Duke of Newcastle.

The Prince went to Niagara Falls, and, from the Canadian side, saw Blondin, the famous tight-rope walker, cross the falls on a rope and on stilts. Afterward the daring performer was presented to the Prince, who exclaimed: "Thank God, it is all over." Blondin assured the Prince that he had run no risk in his feat, and, as a proof, offered to carry Queen Victoria's son over the Falls on his back. The Prince declined.

On Sept. 17 Albert Edward crossed unofficially to the soil of the United States, wishing to get his last view of the Falls from the American side. His official arrival in this country was on Sept. 20, when he crossed from Windsor, Ontario, to Detroit, automatically becoming plain Baron Renfrew when he stepped ashore. Detroit's crowds outdid those of Canada in their reception of the Prince. So densely did they pack the streets that he had to be smuggled into his hotel by a side entrance. The city was illuminated and one eyewitness remarked that "there could not be greater curiosity to see him if the distinguished visitor had been George Washington come to life again."

Chicagoans turned out to the number of 50,000 to greet the royal visitor. After leaving their city for St. Louis the strain of the journey and the constant entertainments in his honor caused the Prince to break down from sheer fatigue, so it was decided to give him a rest by interrupting the journey at a little place called Dwight's Station, which boasted of excellent hunting. The Prince shot fourteen brace of quail and four rabbits during his stay there. His host, a Mr. Spencer, said of his guests: "The party dress roughly and walk about the village smoking pipes in the most democratic style."

A strange incident marred their stay at Dwight's Station, however. They were about to enter a farmhouse when its owner, a British settler, stopped them, and, turning to the Duke of Newcastle, said:

"Not you, Newcastle! I have been a tenant of yours, and I have sworn that you shall not set foot on my land." The Prince, Duke, and the rest of the party resumed their progress in such a way as not to trespass upon the farmer's land.

After a brief visit to St. Louis they turned east and reached Cincinnati, where a ball was given in the Prince's honor. "No supper having been provided by the careful Cincinnatians," wrote a newspaper correspondent, "he withdrew with his suite at 12:30 p.m." For the second dance it was announced that he would take as his partner a beautiful young lady, Miss Groesbeck, who had gone to the ball quite devoid of any jewels. When the announcement was made her mother removed the jewels which she wore and offered them to her daughter as befitting the great occasion of dancing with royalty. But the young lady refused them and danced with the Prince in the severely simple attire that she had chosen for the occasion.

The Prince proceeded by way of Pittsburgh and Harrisburg to Washington, viewing some of the scenery of the Alleghanies from the locomotive of his train. He reached Washington Sept. 30 and took up his residence at the White House, where he stayed five days. He visited the tomb of Washington at Mount Vernon, concerning which event The London Times correspondent wrote:

"It is easy moralising on this visit, for there is something grandly suggestive of historical retribution in the reverential awe of the Prince of Wales, great-grandson of George III., standing bareheaded at the foot of the coffin of Washington."

President Buchanan wrote to Queen Victoria, after the Prince had left Washington: "In our domestic circle he has won all hearts. His free and ingenuous intercourse with myself evince both a kind heart and a good understanding."

From Washington the Prince went to Baltimore and Philadelphia. At he latter city he heard Adelina Patti sing for the first time, and was so charmed that he begged to be presented to her.

The climax of his journey was reached when he arrived in New York City on Thursday, Oct. 11, 1860. He was met by Mayor Wood and drove through streets lined with a vast crowd of nearly half a million persons to the Fifth Avenue Hotel in Madison Square where apartments had been reserved for him. Some idea of the strenuous nature of the royal stripling's progress through the United States may be gained by a glance at his itinerary. Notwithstanding that there was to be a huge ball in his honor that night, which would necessitate his staying up until the small hours, the Prince went in the morning to New York University, the Woman's Library, the Astor Library, Cooper Institute, the Free Academy and Central Park, where he assisted at the transplanting of an English oak and an American elm. At all these places some worthy New Yorker made an address in the visitor's honor. After luncheon at the residence of Mayor Wood on the Bloomingdale Road, there was a visit to the Institute for the Deaf and Dumb at Fort Washington, followed by a boat ride along the Harlem River and under High Bridge, terminating finally at the foot of Twenty-second Street, North River, whence the party proceeded to the hotel. And then they dressed for the ball!

This function, one of the landmarks in the social history of New York, was held at the Academy of Music, at Irving Place and Fourteenth Street, which still stands much as it was when the Prince entered its doors. Three thousand invitations were issued, and there was much rankling and heart burning among the city's belles and beaux during the scramble for the precious tickets and regarding the question of who should have the honor of dancing with the Prince. So great was the crush at the ball that the flooring gave way, but two persons were only slightly hurt.

The ball and the other incidents of Albert Edward's stay in New York inspired local writers to flights serious and facetious, which make excellent reading. Edmund Clarence Stedman, who went to the ball and wrote a rhymed account of it in Vanity Fair, said of the brilliant scene:

Take of Judges and Generals, each a pair,
Three Consuls, a foreign Charge d'Affaires,
Mayors and Governors, one or two,
Of authors and scholars very few;
Congressmen plenty as drops of dew;
Railroad Presidents, bulls and bears,
Bankers, merchants, and millionaires;
These, with their sisters, daughters, and wives,
Three thousand wealthy and commonplace lives—
Birds of one feather, squeezed all together,
At the Prince's Ball, and you have, in short,
An "illustrated Republican Court."

He told, also, of—

Grave bankers, leading off with a will
The gallopade or the grand quadrille,
Must have seemed, in their coats and white cravats,
A species of clerical acrobats.

and he described the unfortunate incident of the collapse of the floor under the eyes of the august visitor in these delicious lines:

The staging before him fell in with a crash,
And fifty young ladies, as quick as a flash,
Sank down in a kind of ethereal hash.

The accident at the ball caused much chagrin among New Yorkers and brought recriminations upon the heads of those in charge of the function, who were held responsible for the incident.

"It is a great pity," said one writer, "that the ball was undertaken. We must all bravely call it a failure and resolve not to do so again."

The Prince's "incognito" inspired a writer in Harper's Weekly to this sarcastic tirade:

He arrived in New York the other day strictly incognito. It happened that 5,000 troops were parading upon the Battery, and, in order to preserve his incognito, Lord Renfrew put on the uniform of an English Colonel, and, mounting a horse, rode up and down the lines, so that his presence was not in the least suspected.

With the same privacy he proceeded to a carriage, in which, oddly enough, the Mayor of the city happened to seat himself immediately afterward, and the traveler, who does not allow it to leak out that he is really the Prince of Wales, had the pleasure of watching, unperceived and unsuspected, the habits of the people. As usual, the street was solid with human beings and the fair ladies of the metropolis were seated at every possible place and every visible window. The people were also engaged in their accustomed recreation of sitting in chairs upon the extremely narrow ledges over doorways; boys were curling over the stone scroll-work; and groups were gathered upon the roof in the usual way to stare straight into the street.

Stopping at the City Hall—but still entirely unsuspected—he slyly saw the soldiers march by, and then, stepping into his carriage, he slipped up Broadway between the military lines—no one having the least idea that the incognito traveler was the next sovereign of England . . . . and he left the city without his presence having been suspected.

Once, when the Prince was driving across Madison Square, a man rushed to the side of the royal carriage and shouted: "What are you? I can whip you, anyway. You will never be King of England if you live 100 years." After his arrest he said he was Edward Moncane, an Englishman, who had come over from a steamboat on which he worked, moored near Red Hook, to see "what sort of boy the democrats of America were making fools of themselves over." And, as the Prince was leaving New York for Albany, an Irishman remarked: "An' sure an' he's gone; may he never come back!" which caused a bystander to give him such a buffet on the side of the head as almost to tumble him into the Hudson.

Passing through Albany, the Prince reached Boston, where he met Longfellow, Holmes, Emerson, and other famous Americans. He visited Harvard College at Cambridge, and Bunker Hill, and was introduced to Ralph Farnham, sole survivor of the battle of Bunker Hill, who remarked that the enthusiastic reception to the Prince made him fear that the country was turning royalist again. The Prince and Farnham exchanged autographs, and the old man observed that "he wished to show the boy that he bore no anger for old times."

A correspondent wrote from Boston that Mr. Engleheart, one of the Prince's suite, "who was always putting his foot in it," asked where the soldiers who formed the party's escort at Boston got their red coats.

"They took them in 1776," replied a Bostonian.

Another writer called attention to the fact that, at the Revere House, where the Prince and his suite were housed, they dispensed with chandeliers and used only wax candles, "gas being considered unhealthy."

From Boston they went to Portland, Me., from which port the Prince sailed for home Oct. 20, 1860, exactly one month after his arrival in the United States and nearly three months after his landing in Newfoundland. The frigate Hero, which had brought him to the New World, also took him away from it, being escorted on her return trip by the British men-of-war Ariadne, Nile, and Styx. A storm drove the Hero away from the British coast and caused her to be several days late, during which time there was great anxiety in England, whence warships were sent out in search of the vessel. Provisions ran low on the Hero, and the Prince was reduced to salt fare, but the storm abated and on Nov. 15 he set foot again on English soil amid great rejoicing.

Queen Victoria was so well pleased with the way in which the Duke of Newcastle had discharged his arduous duties as mentor for the young Prince that she conferred upon him the Order of the Garter.

The present Prince, whose visit to this country seems assured in the near future, was born June 23, 1894, and is named, aside from his numerous titles, Edward Albert Christian George Andrew Patrick David. He is said to be extremely democratic in his bearing, and to be a likable and straightforward young fellow.

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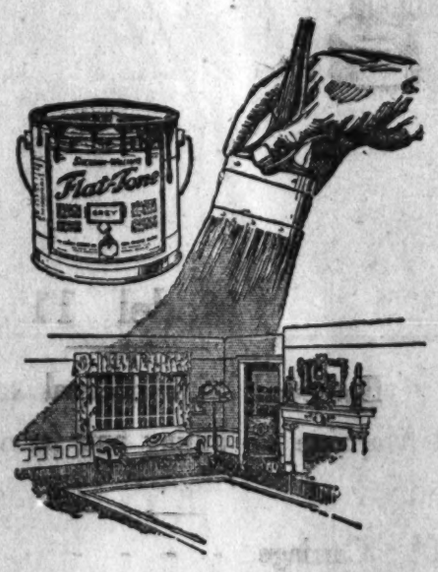

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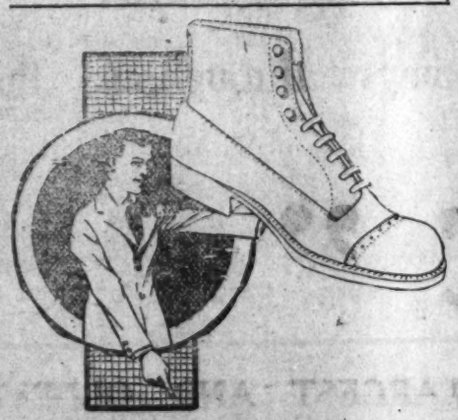

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"Casino" Black Glace Boot Grey Kid Top, Louis Heels Usual Price $18.50 pair REGAL WEEK	$14.75 pair	"Casino" Black Glace Boot, Usual Price $19.50 REGAL WEEK	$14.75 pair	"Casino" Black Calf Boot Louis Heels. Usual Price $17.50 REGAL WEEK	$14.75 pair	"Paquin" Dark Tan Calf Boot, Tan Cloth Top. Louis Heels Usual Price $18.50 REGAL WEEK	$14.75 pair
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Uneasy Lie The Heads That Used To Wear Crowns

It's A Case Of All Dressed Up And No Place To Go Now

Paris, March 22.—Now that the dust of crumbling thrones that wrecked whole dynasties in their fall has somewhat cleared, and Emperors, Tsars, Kings, Grand Dukes, Archdukes, and princelings have abandoned the tottering structure of Central Europe, it may not be uninteresting to compare the present condition of these rulers with that which they occupied six months ago. The story of the fall of the house of Hohenzollern alone would fill volumes. It is a far cry from the dreams of world dominion, the dictation of peace arrayed in shining helmet and spurred boots in the palace of Versailles, to the little villa hidden among the lowlands of Holland.

Morose and taciturn, William Hohenzollern, second and last of the name, is awaiting the judgment of the Peace Conference within the narrow confines of the estate of one of the few men in this world who still have the courage to term themselves his friends. The only recreation from which this former Emperor seems to derive any pleasure or solace from his shattered dreams is in wood chopping. He still maintains fairly close relations with the present German Government. His staff, and his servants as well, are still paid by the "Hoffmarshallamt" in Berlin, as was the case when he was Emperor. The number of his attendants, however, has been greatly reduced, but whatever are left of them are still States officials. A few weeks ago the Herr Hohenzollern appeared to be in financial straits, but his exchequer has been replenished by remittances from Germany.

The Crown Prince at Wieringen, after a few interviews, has been silent. Silence from him and silence concerning him are considered the bitterest form of punishment that could be visited upon him.

A feeling of pity not untinged with sympathy seems to characterise the attitude of the orld at large toward Charles, the former Emperor of Austria. With his mother, together with the former Empress Zita and their children, he led a lonesome, dreary life in the ancient Castle of Eckartsau. Few servants remained in attendance, for gold was scarce at Eckartsau. Colonel Summerhayes, of the British Army, commanding a small British force, acted more in the capacity of a mentor and adviser to the former Emperor than that of a Sir Hudson Lowe. But life was sad at Eckartsau and young Charles was said to be wasting away under the weight of his chagrin.

Charles and his family have since sought refuge in Switzerland. Some weeks ago there arrived at the Swiss frontier a pale, thin youngster, some 13 years old. He gazed absently about, apparently taking no interest in what was going on around him. Under ordinary circumstances this young man would have been received with pomp and honors and addressed as His Royal Highness Archduke Robert. He is now plain Master Hapsburg, come to Switzerland for the benefit that the clear, limpid air of the country might afford to his weakened lungs.

Maria Theresa, grandmother of the former Emperor Charles and her daughter, Maria Annunciata, live in the Vienna palace. Archduke Eugene, former commander of the southwestern front; Archduke Max, who has resumed his law study at Vienna University and all the families of the Archdukes belonging to the Toscana branch are living in Upper Austria. Archduke Salvator, son-in-law of the late Franz Joseph, is at Wallsee Castle; Archduke Frederick is at Weilburg Castle, at Baden, near Vienna, and his son, Albercht, is a student of agriculture at Altenburg, Hungary. Archduke Joseph and his family live in Budapest, and Karl Stephan at Saybusch, while Archduke Leopold Salvator and all his household have left the country and are thought to be living in Spain.

Ferdinand, late King of Bulgaria, is keeping as inconspicuous as possible "somewhere in Austria," as the communique was wont to say. He it was who deserted the sinking ship first, after trying to steer it before the most favorable wind no matter whence it blew. No one hears about Ferdinand's financial needs. The report sent out from Bulgaria at the time of his flight was to the effect that he had not left empty-handed.

Ridiculing remarks are always heard when the name of Constantine of Greece is mentioned. The news that "Tino" has no funds is received everywhere with pitiless mirth. "Tino's troubles with his servants are a subject of conversations on the boulevards and fill the columns of humorous publications. "Tino" is now at the Dolder Hotel, in Zurich, and is said to be meeting his bills regularly, but the size of his tips has shrunk. The flow of papr marks which came from Germany durng the reign of Emperor William has been stopped, and although it has been officially denied, the rumor persists that the former Queen Sophie, sister of the former Emperor of Germany, had to call upon friends to visit the pawnshops with some of the regal jewels.

King Nicholas of Montenegro divides his time about equally between Nice and the Hotel Meurice in Paris. When he is not busy pinning decorations on unsuspecting visitors, he is working hard to regain his throne There is strong opposition among some of the five big Powers to Nicholas returning to Cettinje, either as King or as a prominent citizen.

Of the smaller princes, Joachim, youngest son of the former German Emperor, has been living in a hotel on Rigi Mountain Switzerland, under the name of Count Mansfeld.

Rupprecht, the former Prince of Bavaria, of western-front fame, was the guest of the Bishop of Coire, Switzerland, for some weeks, but his present whereabouts are unknown. Rupprecht has never recognised the Republic of Bavaria, and his last words upon leavng Belgium were: "I abdicate nothing; I renounce nothing."

Louis, the ex-King of Bavaria, succeeded in entering Switzerland, and the Lieutenant in charge of the frontier port of entry was arrested for allowing him to depart without proper passports. Louis was traveling as a commercial man.

Most of this galaxy of Kings, Emperors, Dukes, Princes, and miscellaneous ex-royalties are short of money, more to their own chagrin than that of their former supjects.

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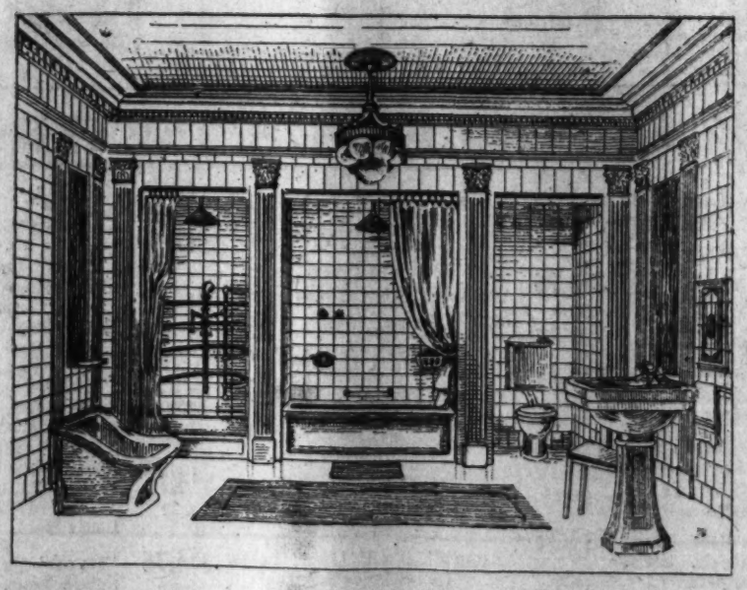

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Wild Times On the Old U.S.S. Monocacy

By Bush Bramble, C. Q. M., U. S. N.
(*New York World*)

The old Monocacy would be a hilarious joke in the fleet today. As a matter of fact she would almost fit on the quarterdeck of one of our modern battleships. She was ancient back in 1892 when I was on her; and her paddle wheels were a curiosity even then. As the Limeys, who had screw steamers, used to say, "We boil the water, but you people gosh well grind it."

Target practice on that old hooker was an extraordinary and a fearsome thing. The target was a great, conical affair like an overgrown nun-buoy. There was no such thing as steaming past it to deliver salvos. We just dropped our hook a thousand, or two thousand yards away and prepared to let go. We had an old Parrot gun for'ard, a relic of the Civil War, and as like as not the lock on it was broken. It was then necessary to hit the percussion cap with a battleax, and, that done, to run for your life.

At the explosion the elevating wheel would fly off and chase you down the deck, and the bumper plate would let go and fetch up in one of the hammock nettings. At the call "Back to Battery!" we would pick up the elevating wheel, get the bumper plate out of the hammock netting and prepare to risk our lives again.

Now the object of this target practice was not to hit the target, but to come as close to it as possible without actually making a hit. If you did hit it you got five days in the brig for destroying Government property!

* * *

At that time the Monocacy was on the China station, and unlike the Chinese the junks she had no eye painted on her bow to enable her to see. Because of that the Chinese considered her blind, and the minute she got up her hook to get out of a harbor or river, every junk in sight ran up on the mud flats.

"No got eye," said the Chinaman, "no can see; no can see, how the h—l can go?"

And they got out of the way so as not to be run down.

* * *

In those days when a sailorman went ashore in China he took a little pad and pencil with him. After he and several others had drunk about twenty dollars' worth of beer he would, if he was able, call the boy. The boy would add up the amount he owed, and then ask:

"You wanta sign chit?"

"Yes, me sign chit," the sailor would say, and then, taking out his pad and pencil would sign under his score, "Watertight Door," or "Battle-Hatch," or "Anchor-Stock," or something else of that nature, and hand the slip to the China-boy.

* * *

The next day the boy would be aboard the Monocacy looking for his money. After he had reached Old Man, he would take out his "chits" and begin:

"Yesterday wan 'Melican sailorman come in my place. Owe me twenty dolla. Sign chit."

"Ah," the Old Man would say, "and what may his name be?"

"Watertight Door."

"Watertight Door, did you say, John? Well you had better go over on one of these new ships if you want one of those. We have no such thing on this packet."

* * *

Of course, the Chinaman never got his money. There was so much of this sort of thing done that when we pulled out of Shanghai there were at least five hundred Chinamen down on the docks, all burning joss sticks to their gods that we would sink before we got out of the river!

We had an executive on that ship who since became an Admiral and died. de held request mass at 9 o'clock in the morning, and he always had a line like a queue waiting for him, and all wanting special liberty.

You can imagine a party of sailormen under those conditions, all shuffling their feet, twisting their hats about in their hands, struggling with themselves as they reject one excuse in favor of what seems a better one, and all looking mighty sheepish.

The executive had a little book that he always carried about with him on these occasions, and as each man stepped up to him he conned his little book as though he were reading a history of that particular man's crimes.

"And what may you want?" he would say to the first man.

"I'd like to go ashore today, because I am moving."

"Oh, you would! Well, let me see. That makes five times this month that you've moved. For the love of Heaven get a house to suit you this time. Go ahead." Then to the next man: "And you?"

"Well, sir, I'd like to go ashore to buy a ton of coal."

"Hum! What makes six tons of coal you've bought this month. What do you do with it? Eat it?"

Then to the third man. "You want to go ashore I have no doubt. Now what for?"

"I would like to go to church sir."

"Well, you needn't worry about that. We'll have a minister here this morning who will conduct services, so you can stay aboard."

"But he ain't my denomination sir. I want to go to mass."

"Oh, you do? And when were you to mass last?"

"Three weeks ago, sir."

"And what's your rate?"

"Coal passer, sir."

"Well, my boy, you just go below and qualify for fireman, third class, before you attempt to quality for the Kingdom of Heaven."

"And you"—this to the fourth man—"what do you want?"

"Sir, I'd like to go ashore today because we are expecting the arrival of a little stranger in our family.

"Well, well, that makes four children you've had this month. You can go ashore. I hope it's a boy, we're getting short-handed in the Navy."

* * *

On one occasion a sailor asked him for permission to go ashore until 4 p.m., to buy a pair of skates. The executive granted the permission, and at 4 o'clock, the sailor came aboard with the most brimming shootful I ever saw.

"Where are those skates I gave you shore leave to buy?" demanded the executive.

"I only bought one, sir. One was all I could carry, sir. Get the other some other time, sir," answered the sailor, who was swaying like the mast of a ship in a seaway.

"Master-at-arms!" yelled the executive, "put this man in the sickbay! He bought only one skate, and the lubber's swallowed it!"

Whenever the Monocacy went on a mud bank (and she often did), we had a novel way of getting her off. The boatswain would pipe all hands on the upper deck and rally them on the port side. Then he would yell "Rally starboard!" and we would all rush over to the starboard side. Then, "Rally port!" and back we'd rush to the port side.

By this maneuver we would work her loose, and presently off she'd float.

One time, when we were crossing the Sandiago flats, the Chinese pilot aboard wanted to take one course and the Captain another.

"Go that way," said the pilot, "no can do. Stay there, eight, ten days until bimeby come plenty water. Come this way, all light. Me pilot."

"That be blowed for a yarn," said the skipper, "the chart shows plenty of water that way, and that's the way we'll go."

"All light," said John. "You Captain, you pilot. Me no pilot. Very well."

The Captain had his way, and before you could wink we were aground on the flats. There was twenty-seven feet of water on one side of the vessel and only six on the other.

The Chinese pilot was very well pleased that his prophecy had come true, and he smiled all over.

"All light," said he. "Now stay here eight days. Me go sleep now."

* * *

The Monocacy lay a full year in Yokohama, and never raised her hook. Every day the refuse of the galley—beef bones, rubbish, bottles and what not went out of a gun port into the bay, until we had a reef of garbage on each side of the ship fit to put a vessel ashore on.

When at last we weighed anchor to get out of there, and the paddle wheels began to go around, they dug into this reef and there was such a shower of beef bones and other rubbish thrown into the air that we all had to take shelter below decks for fear of broken heads.

As the English said about us, we "gosh well ground the water that day."

Not all the rubbish of the old Monocacy was thrown overboard, however. We used some of it for celebrating. We had a small saluting gun aboard, and a great many broken bottles, rubber boots, old jumpers, flat hats and other articles of clothing from the lucky bag found their way down the throat of that omnivorous gun.

The gunner's mate used to grease the bore also, which caused the gun to go off with a terrific "bang!" when it was fired. Well, we always had a man on the lookout for the mail boat whenever she was expected. The mail boat meant news from home, remittances, and all the rest of it, and there was never a man aboard who didn't expect the one or the other.

Well, whenever she hove in sight the gunner's mate was notified. He'd race for the gun immediately, and when it exploded the smack would take your hat off. Out of the muzzle would fly all the rubbish that had accumulated there. The whole air would be filled with flying particles of glass, boots, old clothes and the Lord only knows what else. The result of that discharge looked like the blowing up of a rag and bone picking establishment.

Navy Man Spins Interesting Yarns Of Gunboat Well Known On The China Station

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TEA DANSANT

See page 16

The Food Value of Milk

In an interesting and instructive article on milk Mr. W. Howard James, M.B., B.c., has the following to say regarding its food value and usefulness in cases of rheumatism:—"Milk is one of the cheapest sources of animal proteid. It is very much cheaper than flesh foods in this respect. It has also the advantage over meat of containing quite a large percentage of carbo hydrates and fats, and thus a quart of milk is equal to about one pound of beef steak. The milk in normal times would cost fourpence and the beef steak a shilling or more. Milk is a good form in which to supply the nitrogenous element of food to rheumatic and gouty patients, as as it does not easily split up into uric acid and allied waste products like ordinary animal foods. It should also be remembered that, though rich in proteid, milk is devoid of such stimulating substances as are found in meat. Milk, on account of containing a considerable quantity of water, and not easily being broken up into uric acid, is a good food in kidney disease, in heart disease with dropsy, and in inflammatory affections of the urinary passages."

Value of Milk as a Remedy of Obesity

The milk diet is one of the remedies for obesity. In the Summer when there is less drain upon the system, when life is more normal and the outlets of energy fewer, the milk diet may be undertaken with good results. A quart, or even a gallon of milk, drunk at regular intervals that are convenient, and but one meal a day, if any, will soon bring about a marked lessening of weight.

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Value of Milk as a Remedy of Sprue

In regard to many diseases which one sees only rarely, one may be pardoned for having somewhat hazy ideas as to what is really the best modern method of treatment. Some of us may feel thus about sprue; we have heard about all sorts of dietetic treatment, strawberries and cream, pure milk, meat diet, as well as of three day periods with two or three different kinds of diet. Any who feel confused by these different dietaries will turn with pleasure and relief to an article by Ashford in the January number of the same Journal. Milk is what he recommends; milk taken slowly—perhaps through a tube or a straw, but in any case ten minutes should be spent on each feed; milk taken at two hour intervals beginning from the hour of waking, so that if possible nine feeds are taken each day. At first the quantity of each feed should be only eight ounces, but after four days this should be increased to nine ounces, four days later ten ounces should be taken at each feed, and so on till thirteen ounces are taken nine times in the day. The milk is usually given cold, and may be either plain or modified in one way or another—e.g., sowed with the Bulgarian bacillus or peptonised, or it may have added to it soda bicarbonate, or Vichy or lime water. Ashford specially recommends "plantain gruel" which mixed in varying proportions with milk has often a most felicitous result in the feeding of sprue patients intolerant of milk alone. One sets about the preparation of the gruel as follows:—a green plantain is cut into thin slices which are dried in a hot sun, they are then powdered in a mortar, and from this powder the gruel is made. Ashford permits the addition of three or four organges, or an equal bulk of grape fruit, to the milk diet every day, and after 117 ounces of milk have been administered for four days, solid food may cautiously be substituted for some of the milk. The only drug he uses as a routine is castor oil which is given every four days during the course of the milk treatment.—*The China Medical Journal.*

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Today's Church Services

Holy Trinity Cathedral.—Sixth Sunday after Trinity. 8 a.m., Holy Communion. 9:30 a.m., Children's Service. 10:30 a.m., Mattins and Sermon; Preacher: The Dean. 6 p.m., Evensong followed by an Organ and Hymn Recital. Collection for the Shaohing Mission School.

St. Andrew's Church.—Broadway. 10:30 a.m., Mattins and Sermon. Preacher: The Rev. A. E. Seward.

Union Church.—11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject, "Pleasure in religion;" Chant, 12; Hymns, 9, 616, 748, 360. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject, "The disappointment of Moses;" Chant 26; Hymns 543, 401, 310.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). On Sunday next the services in the above will be conducted as follows: Morning 11 a.m. by Rev. A. R. Saunders. Evening 6 p.m., by Rev. R. A. Torrey, D. D., if he arrives in time.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m., Subject: "Truth." Sunday School 10 a.m., Wednesday Evening Service 6 o'clock. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock.

British-American Trade Competition Will Strengthen Friendship

By F. A. McKenzie
(Leading British Publicist)

Eighteen years ago much was written about the American Invasion. Europe was to be conquered not by arms but by manufactured goods. Pictures were drawn of a continent fed with American foods, working on American machinery, riding in American trains, wearing American clothes and boots, doctored with American drugs, soothed by American plays and sleeping in American beds.

It was the beginning of the era of America as a great export country, and like many beginnings, it was a time of extravagant hopes and needless fears. In Britain, where special uneasiness had been felt over the growth of the trade in American manufactured goods, it was found after a time that the invasion came not as a menace but as a gain to all concerned. Where the Americans succeeded in the British market, they and their British rivals promptly amalgamated. A conspicuous example of this was the British-American Tobacco Company, in which the Dukes, the Bristol firms and others got together and divided the world among them.

In the shoe trade the British studied the American model, obtained American machinery and fought the American shoe on its own ground. It was discovered, too, that active trade competition made not for enmity but for friendship. The American business colony in London, which has sprung to a great size since then, has done much to promote good feeling for America in England.

Today we are on the eve of an American commercial invasion of the world markets compared with which the effort of 1901 will not seem worth remembering. Eighteen years ago few American manufacturers really knew the foreign market. They tackled it on a hit-or-miss plan. They had no adequate banking or credit facilities; they lacked the worldwide machinery which England has built up all over the world by centuries of work.

Today America stands in a unique position for world trade. She is, for the time at least, the supreme capitalist of two hemispheres and the dictator of world credit. She stands for the time alone as, in the words of the Federal Reserve Board, "the creator and furnisher of capital in world business." She can, if she will virtually compel other lands to buy of her. America's export trade has increased threefold in value in eight years. At the beginning of the century America's mercantile marine occupied a minor place. Today, while Britain still owns twice and a half as much merchant tonnage, America has nearly twice as much gross tonnage of merchant shipping building. Britain has on the stocks (excluding ships under 100 tons) 2,254,485 gross tons of shipping. America 4,073,343 gross tons.

For over four years America has had almost a clear field in various markets where she once had to face the fiercest competition. Canada once took a third of her imports of manufactured goods from Britain; last year Canada's imports from the United Kingdom were G.$73,024,016, from the United States G.$746,937,569. For four years America's only competitor for Australia's trade has been Japan. From Norway to Bolivia American goods have been fought for, because there were scarcely any others procurable. The conditions were, of course, temporary, but they have enabled America to make her products known as she could not have done by twenty years of intensive advertising.

All this time, too, the merchants have been learning more of the requirements for foreign business. In the old days, while a few conspicuous houses carefully studied and intelligently catered for overseas trade—firms like the Standard Oil, the packers, McCormick's, and Colgate's—there were too many others which simply took a "flier," put so much down to spend on an effort to get in the new field, sent some worn-out official who needed a rest to pioneer the way, and then were surprised that they did not succeed. Things are done differently now. Many big corporations have for some time past been examining the new possibilities. They have been educating men, making foreign banks acquainted with their standing, studying what the people want, and finding out how far it will pay to give it to them. They will launch out not for a "flier" but content to lose money for two, three, or four years if necessary, knowing that it will pay them in the end.

The majority of American manufacturers seeking overseas trade are planning to capture the British market first. Some American magazines have everything cut and dried to put up a real fight in the British field as soon as the way is clear. All manner of proprietary articles will be pushed there. American shirts will be sold in Oldham itself, and American woolens in Bradford. An elaborate campaign will seek to show the British housewife how to use American labor-saving appliances. If America cannot take Pennsylvania coal to Newcastle, she will certainly take Pittsburgh steel to Sheffield.

There is good reason for this choice of England as the jumping off ground for world trade. The question of credit is a minor one here; in other countries it overshadows everything else. Many countries want American goods, but cannot pay for them. England needs many of them, and, despite the war, can pay.

Picture the material condition of England today. The areas of destruction from shell or bomb are insignificant, but the wear and tear caused by the war is immense. The whole land has run down. Transit is inadequate. Large stretches of rails were pulled up and sent to France, as were thousands of locomotives and railway carriages. Consequently, there are not enough trains to handle either the passenger or freight traffic. Street-car rails are many of them worn out, and there are so few street cars and motor buses—most of the old buses, too, are in France—that the jamming of passengers amazes even those who know the subway in rush hours. Most of the streets, apart from main avenues, were allowed to go unrepaired during the war, and even in West London you will find side roads full of treacherous gaps. London was, before the war, one of the best-paved cities in the world.

No houses have been built for nearly five years, save Government quarters. They are now to be built by the hundred thousand at a time, with all the equipment from stoves to door knockers, necessary. Existing houses were allowed to run down. Many of them have not had a coat of paint for four years. It was impossible during the last eighteen months to obtain most ordinary house-fittings, such as gas stoves or geysers. Curtains were not renewed; new furniture was not bought; old clothes were made to do another year.

No automobile was built or imported for pleasure purposes. During most of the war it was impossible to have a new telephone installed or an extension made except you were engaged on war work. The shops and wholesale stores became more and more sold out. If you wanted toys for children you had to take what you could get, not what you wished. The furniture dealer made up in price for lack of variety. Shabby old second-hand carpets fetched more than new carpets before the war. And all this was, be it noted, not because the people had not the money, or did not like fine things, but because they deliberately concentrated every energy on the supreme task. They even let historic gardens go to rack and ruin, and it was with a pang that last year I noted the unkempt, weed-covered state of the famous herbaceous borders of Hampton Court.

All of these things have to be re-supplied. The work of re-supplying them has already well begun. British workmen have shown a certain sagging since the armistice. They do not turn out so much today as they did during the war. But this is psychological and will pass. The firms are making ready for greater production than ever. Old competitors are amalgamating. War factories

(Continued on Page 15)

American Middle Class Is Safe

Its Interests Threatened But It Can Take Care Of Itself, Says Economist

THOMAS NIXON CARVER, Professor of Economics at Harvard, is one of the world's greatest authorities on economics. His views and his books command respect and attention from the authorities in England, on the Continent, and in Japan. At Cambridge he figures as one of the sages, and his lectures are among the most popular given at the university. He as President of the American Economic Association. Among his books are "The Distribution of Wealth" and "Sociology and Social Progress." During the war Prof. Carver was requisitioned by the Government to serve on several important commissions that had to deal with and solve the difficult economic problems that arose out of our participation in the great conflict. Because of his wisdom and authority Prof. Carver's explanation of the situation the great middle class finds itself in today is especially worth reading.

By Rowland Thomas

"As for a protective organisation of the class called the bourgeoisie, in the United States or in any country, I can't see much in the notion. In the first place, how could you organise a spiritual thing like the bourgeoisie? And in the second place, what good would such an organisation do?—except perhaps to create a sounder psychology. Bourgeoisedom, you must remember, is a state of mind." So replied Prof. Carver, in answer to a question.

"But," I objected, "Christianity might also be called a state of mind. There were flesh-and-blood Christian martyrs. And now the war seems to have created a set of economic and social martyrs. In Soviet Russia it has been as good as a death warrant not to be a workingman or peasant. In Germany, though conditions have never become that bad, distinguished scientists are allowed salaries of 5,000 marks a year while the janitors in their laboratories draw six thousand. In German factories the valuable men of high technical education have been left behind in the rush for increased earnings to make up for the depreciated currency, until they are actually getting less than the workmen they direct. In this country, unless you are fortunate enough to be a workman or a person of wealth, you find yourself ground between the millstones of huge profit-takings by capital and huge wage-takings by labor—forced to pay all the various special taxes and buy the necessities of life at war prices out of an income which nominally is fixed but which actually amounts to barely more than half its value five years ago this summer. In Canada, so-called strikers, directed by I. W. W. and Bolshevist elements, have paralysed a large part of the West, and because there are no overt acts of violence the Dominion Government is faced with a problem its laws seem powerless to solve. In England conditions are much the same as in the United States, save that the suffering is more acute. Here we manage to grin and bear it. Over there they are writing letters to the Times advocating some sort of demonstration in force by the downtrodden middle classes. Almost everywhere it is the solid, quiet, bulk of the citizenry, the people who by hard and patient work and self-control and self-denial have managed to get a foothold in life and feel some security for themselves and their children, who now find their security menaced, and in face of the need of some relief and protection are groping toward class-consciousness. Vaguely they feel the need of some organisation to protect their special interests, as organisation protects the special interests of those below them and above them. And you tell me that to bring about such an organisation is probably impossible—and, even if possible, futile."

"Except," repeated Prof. Carver, "to create a sounder psychology. All the circumstances you have cited are substantially true. It is a fact that in every civilised country now there is a large, loosely defined middle group that is suffering because of economic and social conditions, and whose most vital interests are in danger. That group is the bourgeoisie. And before that group can take any steps for its protection, it must gain a new outlook on the world—it must cease to be ashamed of being what it is, bourgeois.

"At the present time that word is an epithet. It carries the sting of contempt. To tell you you were bourgeois would be worse than merely to tell you you were conventional or provincial. It would be only one degree less insulting than calling you a piker.

"Yet you are bourgeois. I am bourgeois. All men of peace are bourgeois; only men of violence are not. The nation we live in is overwhelmingly bourgeois. Every election proves that. The bourgeoisie of America is abundant enough and powerful enough to take care of itself. Its interests are threatened at the present time, but are in no real danger—if the members of the bourgeoisie know what they are up against. The real danger is that so large an element of them do the ostrich act through sheer shame at that word bourgeois. They lie down and let the men of anti bourgeois tendencies walk over them.

"It is a sardonic fact that the inheritors of bourgeois wealth are most given to despising bourgeoisiedom. I do not happen, for instance, to remember a single middle class upholder or apologist for I. W. W. and Bolshevist aims and methods who is not living on inherited wealth of that sort—and inherited wealth, by the way, is the least justifiable of all forms of wealth. And the rest of us allow ourselves to be bluffed. We shrink from the opprobrium which men of other tendencies attach to that word bourgeois, and let them have their way. Whereas we should call our opponents uncompromisingly to account for interfering with us."

"This," said I, "is as if you chanted 'Dare to be a bourgeois and with the bourgeois stand.' You make me almost hope that there is a word to be said in favor of a wrongly despised class."

"Only one word," answered Prof. Carver, his eyes twinkling behind his glasses. "All men of peace are bourgeois. They have always been opposed by men of violence. All civilisation is a bourgeois product. The Roman forum, which became the center of Roman world-civilisation, was only the Roman market place, where the burghers of the city met to transact their bourgeois business with each other. The Olympic games grew up around a mart of peaceful trade. The physical and intellectual contests which resulted in such things as the Greek drama came into being for the satisfaction of the bourgeois traders there. The buildings and the statues which were erected there and elsewhere were the embodiments of bourgeois ideals and hopes. The Italian Renaissance, where was it cradled? In Florence, a bourgeois city governed by merchant princes. The American revolution was a bourgeois affair. The French revolution was a bourgeois movement at the start. When it lost its bourgeois quality it became destructive and involved all Europe in a generation of war. It was bourgeois Britain and Germany which finally eliminated Napoleon, for the good of bourgeoisiedom. The only part of Napoleon's career which contributed to civilisation was the bourgeois part of it—a codification of law. The same thing is true of Julius Caesar. The Athenians were distinctly bourgeois in spirit; the Spartans were not. When the Athenians withered away, they left a whole culture behind them. The Spartans left no trace on after generations.

"It would be easy to multiply such instances. As I said, all the civilisation humanity has ever had or has now is a product of the bourgeois way of thinking and feeling and doing. And all it ever can have must be bourgeois.

"The distinction between bourgeois and non-bourgeois is not one of financial or industrial status. A so-called capitalist, if he seek his gains by prudent management and fair return for service rendered, is still a bourgeois. So is a workman who seeks fair return for his labor on the same basis and by the same methods.

"Nor is the line of demarcation social. To speak of the bourgeoise and of the middle class as if the two terms meant the same thing is false thinking. For bourgeoisiedom, as I began by saying, is a state of mind, mental attitude, a preference for the methods of voluntary agreement among free citizens.

"The bourgeois is the man of peace. His method of maintaining an economic foothold in the world is the method of voluntary agreement with his fellows—the one thinkable method which could produce permanently constructive results, and the one method which, put in practice through all the long stretch of civilisation, has produced such results. The bourgeois is in trouble now, and he is in his trouble because he is abandoning his standards and letting his natural opponent tread roughshod over him. His natural opponent is of course the man of violence. And just at present men of violence are having their way largely, even in this country.

"The reason for our present discomfort and our feeling of apprehension for the future is that we American bourgeois are living just now under the double-headed dictatorship of two sets of violent men. Labor, because of economic conditions, is for the time being pretty nearly able to dictate its own terms. And capital also has been able to be dictatorial in the past.

"Every bad economic situation is the result of bad balance, or of lack of any balance, between some economic factors. Because there has been no immigration into this country for the last four years, and because in consequence there are not enough workers here to do the work which needs doing, labor, particularly unskilled labor, can demand high wages and is exceedingly prosperous. That is the very simple explanation of labor's control over general business conditions at present.

"Certain people have tried to make us believe, probably believe themselves, that they brought that prosperity to labor by making speeches and getting laws passed. Whereas it merely happened that they found themselves talking concurrently with the disturbance of the balance between labor demands and supply. You remember, how Chanticler, in the play, gets the notion he makes the sun rise because it comes up promptly every morning just as he crows.

"Capital's control is just as simply explained. For a generation unskilled labor has been over-abundant and capital comparatively scarce, with the natural result that capital has been in the habit of taking the lion's share of the profits besides being arbitrary and dictatorial. All the mechanism of business has been adjusted to produce that result, and it still runs on turning out that result, even though at present, thanks to the extensive thrift campaigns, capital is soon to become relatively more abundant than it ever has been before. One other circumstance, also, tends to strengthen the position of the capitalistic men—the fact that most of the well-qualified bosses of business are allied to their group.

"An indispensable person can always boss others; a superfluous person cannot long boss anybody. Efficient business managers are indispensible persons, because they are rare. But multiply them and their power is gone, just as the power of capitalised money is gone if its amount is increased and its ownership widely disseminated. Wherefore the present dictatorship of capital can be broken at any time we bourgeois make up our minds to do it, and by two simple remedies—continued thrift campaigns, and better training of more men in business management.

"The economic equation is P—C = x. Production minus Consumption equals x.

"The size of x is the index of a people's efficiency.

"The real Armageddon will come when the people of the two largest x's meet each other in a struggle for business domination.

"The dictatorship of labor is not so easily overthrown. Labor has won much of its present prosperity by the apparent application of the bourgeois method of voluntary agreement. But it has been only partly bourgeois. It has been in a specially advantageous position to bargain, and it has bargained. But it has done its bargaining with a club held in readiness, and a bargain obtained under those conditions is not a real bargain. Labor had to be prosperous at this time, and it would have won a bigger and more lasting prosperity if it had remained bourgeois, and had really bargained instead of threatening or fighting. There are always peaceful methods of reaching all permanently constructive results. They are the only methods which, in practice, prove really creative.

"As I keep repeating, the bourgeois standards have been, are and always will be the basis of civilisation. And if just now they seem in abeyance, it is our own fault. We men of peace are to blame if we yield our rights to the men of violence. And that is what we are doing in the present crisis. Look at any community where the bulk of the people, the peaceable citizens, apologise for and condone violence in connection with, say, a strike. People who do that—and we are all of us doing it somewhere nearly every day—are playing into the hands of the men of violence, and destroying the bourgeois system of peaceful and voluntary agreement, which alone can sustain a worthy civilisation. They are turning over the control of affairs from the agencies of peace to the agencies of violence. They are turning the racial clock back, surrendering the very basis of their civilisation.

"I said that I didn't see much in a possible protective organisation of the bourgeoisie—except perhaps to create the sounder psychology I have outlined. Also, perhaps, to fix our minds clearly on a balancing-up program fitted to correct the economic irregularities which are the cause of the present social and business confusion.

"Such a program is simple in principle. Its purpose is to regulate the labor-supply element by control of immigration—both immigration from abroad and immigration from Heaven in the shape of costly offspring of the mental or physical defectives—and to regulate the capital and business brains supply by continued thrift campaigns and by educating an ample number of men for the difficult positions of investment and business management. There is plenty of raw material for the education. And if we could keep thrift and saving at the present level, or better still double the rate for a few years, the supply of capital would become so huge that the now arrogant person we call a capitalist would become a much meeker creature. He would have to take what he could get for the stuff he brought to our bourgeois market, just as labor till recently had to take what it could get for what it brought to the capitalist's market."

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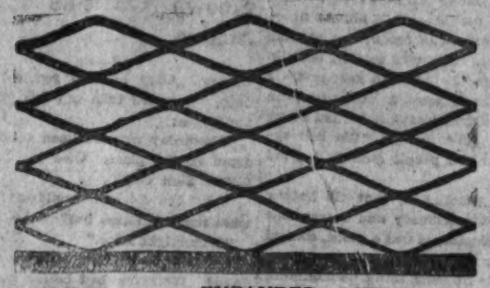

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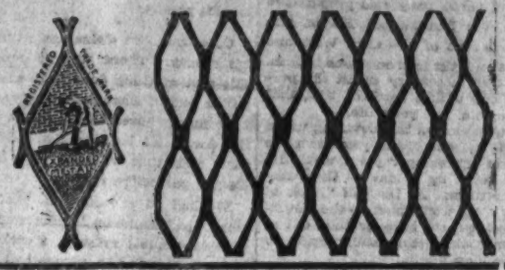

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By Callahan
LISTEN, FOLKS! BLUBBER HAS BEEN LANDED BY CUPID. HONEST, HE'S GOT A GIRL. DON'T YOU LOVE THAT.
5¢ 10 COLOGNE
BROWN DERBY
10¢ LB.
I WONDER WHAT SHE LOOKS LIKE.
TEE-HEE! SHE MUST HAVE POOR EYESIGHT.
LOOKS AINT EVERY THING.
AINT HE FRESH!
HE'S OFF TO CALL ON HER.
HOMELY BIRDS USALLY GET THE PRETTIEST GIRLS. SO SHE MUST BE A RAVING BEAUTY!
"RAVING" IS RIGHT.
I KNOW SHE'S A FRIGHT!
LOOK WHO'S TALKING.
CALAMITY JANE
IF THAT'S THE CASE MOM MUST HAVE BEEN A PIPPIN.
THE "LOVE AND KISSES" DARLINGS WILL NOT BE THE ONLY PEBBLES ON THE ROOF NOW.
HOW AND DEARIE
A GIRL WHO COULD LOVE HIM COULD EAT BEEF STEW FOR DESSERT. HA. HAW!
LOVE IS AN AWFUL AILMENT!
VIOLA THE KITTEN COULD LEARN TO LOVE YOUNG NUISANCE IF HE DIDN'T PLAY SO ROUGH.
MEOW!
LOVE MEANS NOTHING IN TENNIS, AND BLUBBERS HEAD IS FULL OF LOVE! ARE YOU SMILING, "MOURNFUL"?
"COMEDIAN"
DON'T MAKE ME LAUGH-MY LIPS ARE CHAPPED.
HATTIE COULD HAVE A MILLION FELLERS. BUT FELLERS ARE NOT AS BECOMING AS HATS.
HOW MANY KISSES IN A MAKE UP?
DON'T FALL IN LOVE TOO HEAVILY-HEARTS ARE TOO EASILY BROKEN.
OH! SWEET POTATO!
OL' JOHN DON'T

Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

The increasing demands of the Beecham Opera seasons have become too heavy for the conductors associated with Sir Thomas, some of whom have other irons in the fire. A musical director with full powers and responsibilities had to be found. The choice has fallen on Mr. Albert Coates, who has been for some years conductor of the Imperial Opera House in Petrograd.

From reports of Mr. Coates' first appearance in London his conducting shows a personality that appears to have an individual as well as a collective effect on the performers under him. We are told the players as units seem actually to play better under his direction.

* * *

Last week I suggested the addition of some new military-band instruments as used in France and in England. These have the recommendation of being easy to learn. Without any wish to make unprofitable suggestions for their own sake it is to be regretted that we do not hear in the orchestra another familiar instrument which is neither easy to learn or easy to play, and that is the slide-trombone. The type of trombone in use, with valves and no slide, is unquestionably easier to play, but the tone of the slide-instrument is infinitely superior to the makeshift. The slide-mechanism, familiar in its action to everybody who has ever watched a band, is inseparable from that sound which "is naturally so full of a certain threatening purpose" that it is peculiarly associated with the majestic, the serious and the pompous. So much is the tone suggestive of these characters that it has been said that the "slightest variation from such moods becomes vulgarised almost to the level of a personal insult."

* * *

It is exactly this character of the instrument that is aimed at in the innumerable cases where it is used in the orchestra as in the statue and supper scenes in Don Giovanni. For this purpose the substitution of the valved instrument is quite unsuitable, however much easier to play it may be, and however much more appropriate it is for unobtrusive part-playing, and the daily bread-and-butter work of "filling in" the brass harmony.

Slideless trombones are in use in Sir Henry Wood's orchestra along with the older instruments, but their mechanism is quite different to the valved trombone, and they are in some respects actually superior to the slide-instrument.

* * *

The purchase of three of the slide-mechanism trombones for use when their tone character is urgently needed should be within the bounds of possibility if the players to use them can be had. As anyone would suppose, the trombone, especially the bass trombone, is an exhausting instrument to the player. The enormous air-column makes it impossible on this instrument to continue a held note in the bottom register for any length of time. This has been recognised for centuries. Indeed in one of the earliest references to the sackbut—the ancestor of the modern trombone—its use is advocated not for musical, but for medical purposes.

"The entrayles, which be underneth the myddreffe, be exercised by blowyng, eyther by constraint, or by playeng on shaulmes, or sackbottes, or other lyke instrumentes, which do require moche wynde." The quotation is from Elyot's Castel of Helthe, a Tudor system-of-medicine published in 1533. It is hardly necessary to comment either on the practical character of this advice or on the heroic nature of an age which could accept the bass-trombone as a medical prescription.

British-American Trade Competition Will Strengthen Friendship

(Continued from Page 14)

have turned to tasks of peace. They are making marine engines and boilers at Elswick today in place of heavy gun mountings; locomotives at Southwold in place of projectiles; machine tools at Openshaw, and passenger and cargo boats on yesterday's war construction area on the Clyde.

Despite the activity of the British manufacturer the opportunities for American goods in England in the immediate future are going to be very great. But the man who enters the market imagining that he is meeting a worn-out or feeble competitor will have a big surprise. Every day the British manufacturer is recovering his stride. British exports are already rapidly increasing. In the first four months of this year British exports rose over 31 percent as against the same period last year. In the month of April alone British imports were nearly £7,500,000 lower and exports £18,500,000 higher, while re-exports were over six times as great as in April last year.

Trade with Britain will continue in some lines to be hampered by the system of import licenses imposed by the Imports Consultative Council. This is an exceedingly ingenious attempt to obtain limited protection. The British elector would not at the present time agree to any general protective system, except possibly as part of a scheme of imperial preference. But the import licenses do the same work. In some lines a license can be procured only when the would-be buyer shows that he cannot obtain the goods at reasonable prices at home. In others, like in the paper trade, he has to buy three-quarters of his goods at home and may not import more than one-quarter. In still others the imports cannot exceed a certain percentage of the 1913 figures.

Import licenses will continue in Britain for certain key industries. But their number is being rapidly reduced, and scarcely a week passes but a whole fresh list of goods is placed on the free list once more.

The Englishman looks at the prospect of abundant American importation without much perturbation. He has learned to recognise that commercial competition, on fair lines, is a good thing. He has for many years encouraged open competition in his own market. He does not see why keen business rivals should not be good friends. He believes that the more the Americans come the closer will be the co-operation. Lombard Street and Wall Street are not so much rivals as partners. In the old days the loans of British money to America meant the opening up of the West by the building of railroads; now the incursion of American manufacturers will mean the increase of British employment. Westinghouse first brought over his electric appliances from America and then set up monster factories at Trafford Park to make them on the spot. Kodaks, though they import cameras, have created a film industry greater than England ever had before; Ford, after importing his cars for a time, set up his own factory in the suburbs of Manchester. Many of the great Anglo-American houses use their British establishments for manufacturing much of their goods for other lands. Selfridge adds to the amenities of London life by teaching the people there the comforts of a modern store. One might give a hundred similar illustrations.

The Briton, moreover, believes that despite America's enormous advantages in raw material and great wealth, he will be able to hold his own, at least in most things. There is only one great field concerning which he feels really nervous, and that is in the steel trade.

Fifteen years ago when at St. Paul the late J. J. Hill invited me to come with him on a visit north. "I have something I want to show you," he said. We set out that night, and next day we stopped at the Messaba iron ore fields. He showed me the steam shovels at work, scooping out the rich red hematite as though it were loose dirt. He told of the way of shipping right across Lake Superior, right to the furnaces of Pittsburgh, and gave the amazingly low figures at which it could be done. "Here is the place that will close every British steel furnace within a generation," he said.

His expectation was extravagant. All the British steel furnaces will not close. But it is true that America can now enormously undersell England in this line, not only in export markets, but also at home.

But for the rest the Briton relies on his training. He believes that America is handicapped today and will continue to be handicapped because she lacks sufficient adequately trained men to take advantage of the opportunities ahead.

This is true to some extent of American finance in overseas fields. It is true in American shipbuilding. Here we see certain old yards, like in California or at Newport News, turning out ships equal to any built anywhere, but numerous other yards, that have newly come into the business, are doing work that might well make the old ship builders turn in their graves. And there are not sufficient American sailors to run a greatly enlarged American marine, even if the economic disability of American ships that exists today was removed.

Much trouble is due to the absence of the apprenticeship system and to proper methods of training. A certain proportion of men voluntarily undertaking special technical training come out among the best mechanics and engineers in the world, but the average run of men who start as helpers and are raised to the post of skilled mechanics at the good-will of the foreman do not. This does not matter so much in some lines, where work is greatly subdivided and is largely automatic, but in shipbuilding and ship engineering it is a serious handicap.

Outside of Great Britain there is an enormous amount of business just waiting to be picked up. The only real question is, is it worth having? Europe wants American goods, but Continental Europe cannot pay for them. While it has no available money, it has, however, potential wealth. Is it worth while giving extended credit? How can that credit best be given in a way not to lock up indefinitely liquid assets? Shall the credit be supplied through a great intermediate corporation, or how? These are questions that have to be solved soon, if the golden hour is not to pass.

Fifteen years ago men dreamed of China as America's great field of commercial development. The dream grows fainter now. Japan's commercial methods, where Japan has semi-political control, are very difficult to fight. Russia is on the knees of the gods, but Russian commercial development alone could keep a large section of American industry busy for generation. The whole field left vacant temporarily by Germany must be occupied by some one. The world must have ships, the world must have goods.

When asked to apportion the credit due to different allies in the fighting last Autumn in France a soldier declined. "There's glory enough to go all round—and then some," said he. And when America and her allies look at the trade ahead they can equally say. "There's business enough to go all round—and then some."

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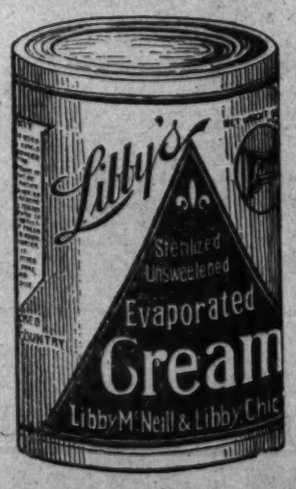

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American Soldiers As Seen By Swiss

Brave, Resourceful, Democratic And Naive But Too Impatient For Delicate Work And Extravagant And Wasteful

Berlin, May 31.—Last Autumn the United States Government Committee on Public Information invited a number of Swiss journalists to visit America and see the efforts it was making to help win the war. Altogether seven Swiss newspapers, German-Swiss and French-Swiss, sent representatives, who assuredly did not waste the opportunities afforded them. When they returned to Switzerland the Central Empires and their allies had already collapsed, and the subject of American help in the war had lost much of its interest for the Swiss public, and likewise for the German public, which reads certain German-Swiss papers a great deal.

Nevertheless these seven Swiss journalists did write much about what they had seen and heard—articles sometimes good, sometimes indifferent, and occasionally babyish; while one writer let his enthusiasm run away with him to such an extant that a witty Genevese paper, La Suisse, gravely reminded its readers that i was not this particular journalist who discovered America, but Christopher Columbus. Other wags asserted tha no doubt Christopher Columbus di originally discover America, but that this Swiss journalist rediscovered it; otherwise, the world might have forgotten all about it.

All these writings about the United States, however, cannot possibly b summarized within the confines of on article. Another series of articles b; M. Robert de Traz, one of the ables Swiss writers, a series only just concluded in the Journal de Geneve, and dealing with Americans not in their own country but in Europe, is of rea interest; and though the writer i occasionally critical, he is never unsympathetic. The articles, six in number cover such subjects as the difference between the popular conceptio of Americans and the reality; th characteristics of the American soldier what France might learn from America and what America might learn from France. In fact, these articles as well as some of the others which have appeared in Swiss newspapers might very well form the subject o a book entitled: "As Others See Us."

M. de Traz begins by acknowledging that "like nine-tenths of Europeans, we had a wrong notion of Americans, a notion which the war ha completely dissipated. The psycholog; of nations is a science which need bringing up to date every day." O late, however, it has not been necessary for a Swiss to go to the United States to correct hisnotions of Americans, since so many of the finest American citizens are across the frontier at present in France, in Paris, on the Riviera, and in the provinces.

In Paris alone there are 12,00(American men on leave daily. They are to be seen everywhere, says their Swiss observer, "all alike in their mustard-colored khaki, well set up, well fed, well clad, broad-shouldered and with powerful mostly ornamented with enormhips, their clean-shaven faces ous horn-rimmed spectacles, and with their everlasting chewing gum in their mouths." He particularly admires the equipment of the American officer and soldier—their raincloaks, their sou'westers, their leathern waistcoats, their india rubber boots, and everything else they wear. In short, he says, "From the humblest soldier to the General every one is alike comfortably and expensively equipped. Genera impression: "There's a soldier who is well off." Beside his English and French comrades, the American soldier, he says, looks rich, strong, and very much of a boy.

"While contemplating him and talking with him about all manner of different subjects you perceive in him the ingenuity of a healthy animal enjoying his existence, a freedom which gives no offense, and absolute straightforwardness, and a grace full of freshness. Like a child, he is serious and then suddenly merry, but never ironical. Fine distinctions and veiled hints astonish him if he notices them, and likewise embarrass him. As with a child, you immediately sympathise with him and want to fraternise, play, and laugh with him. He has the delightful charm of spontaneous and imaginative beings. If ignorant, he is honestly ignorant. It would be pleasant to be his teacher, so eager is he to earn, and in teaching him his teacher would learn likewise. Moreover, he possesses the main thing in life—a heart, a natural easy generosity, and in the highest types a comprehension of life no less valuable than high intellectual virtues."

One quality, however, with which the American is generally credited M. de Traz denies him. He will not allow him to be an organiser. On the faith of many who have worked with Americans he grants them to be good at improvising. But the American, he says, has space and money in his own country, and does not concern himself about the third element—time—nor is he troubled by any considerations of respect for acquired rights, tradition, or economy. "He does not mind squandering, and he squanders resolutely." This our Swiss critic explains by the fact that in America wealth has to be created and people rush into business undertakings from which they expect quick profits, saving being too slow for them. Wealth, moreover, is not bound up with families, but with the individual, who utilises it for his own purposes, and does not trouble about transmitting it. Luxury and extravagant spending are therefore not exceptional, and are the expression of a society accustomed to speculation and quick dividends—a society in which saving would seem petty and asceticism madness.

"The American," said a somewhat shocked French officer to M. de Traz, "is the sort of man who always leaves a roll of butter on his plate."

"And," adds our Swiss friend, "in the plenty prevailing at the American messes where I was entertained to meals there was nothing whatever to remind me of the frugality of our own mess (i. e., that of the Swiss Army)."

Where the American triumphs, says his Swiss critic, is when a great deal has to be done quickly and at once. "He is not so good for delicate work requiring great accuracy." Thus he gives an instance of a French mechanic having been able to put an airplane motor right when an American had failed.

One thing which greatly impressed M. de Traz whenever he attended a meeting of Americans, was how greatly in general they resemble one another. It was very difficult for him to divine their social grade, to guess their occupation, or even estimate their ages. What he also noticed was the kind of good fellowship prevailing among them all. What profoundly impressed him was to see a General, who had received a box of chocolates as a Christmas present, and who was eating some while dictating to his secretary. The General stopped a moment to think, and the secretary calmly took this opportunity of helping himself also to one of the General's chocolates, which the General apparently thought quite right and proper.

He was equally impressed by an American officer with whom he was motoring. This officer, when giving his chauffeur directions, said: "Go to the right, please, and then to the left. Thank you very much." In other words, the officers of whom M. de Traz had till then had experience would have simply said "Go to the right, and then to the left." He was also thunderstruck to see another chauffeur next day offering a cigarette to an officer, "just as one chum would do to another." Still more thunderstruck was he by the explanation given him by an American Lieutenant of the reason for officers and men being on such familiar terms in the American army: "Why," said the Lieutenant, "that soldier may be richer than I am." Only one American officer did he find, and that one belonging to the regular army, who looked askance at people "behaving like civilians dressed as soldiers," and who assured him that he believed in drill.

"The American soldier," continues the writer in the Journal de Geneve, "is splendidly brave, and he has borne heroically losses occasionally heavier than they need have been. And he hit hard, for all the questions put to German prisoners of war showed how much the Germans dreaded the Americans. . . . Sometimes," he concludes, "his love of independent adventure led him into experiments which were sporting rather than military, as was the case with a certain tank commandant who, without orders, on the evening of a fight, went and took a turn at the enemy. He killed some men, and lost some, and returned very well pleased with himself, after a perfectly useless feat."

Again, American higher officers conscientiously refused to eat or sleep when an offensive was going on, and it was in vain that their more experienced French comrades entreated them to spare themselves, and to think not of the day only, but of the morrow. These last statements I may say are borne out by British officers and British soldiers, who told me that the great difficulty they had at first with the American Army was to induce the men to take cover. Later on, however, when they saw the absolute necessity of doing so, they did take cover, for otherwise their losses would have been impossibly heavy.

I have given this summary of an account of how the American Army appeared to an obviously friendly Swiss critic, partly because, like every other Swiss, he had doubtless done his military service, and consequently was in position to judge. A good deal has been written about America and the Americans since the outbreak of the war, sometimes as propaganda, sometimes by the enemy to cause them to be depreciated, and sometimes, as M. de Traz writes, in a friendly spirit of observation. I am assuming that it is always interesting to see ourselves as others see us—friendly "others."

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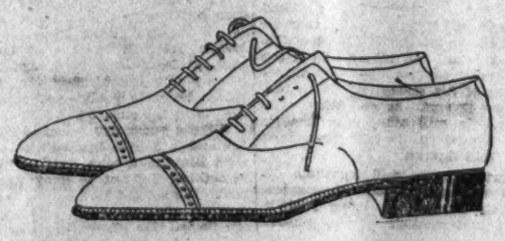

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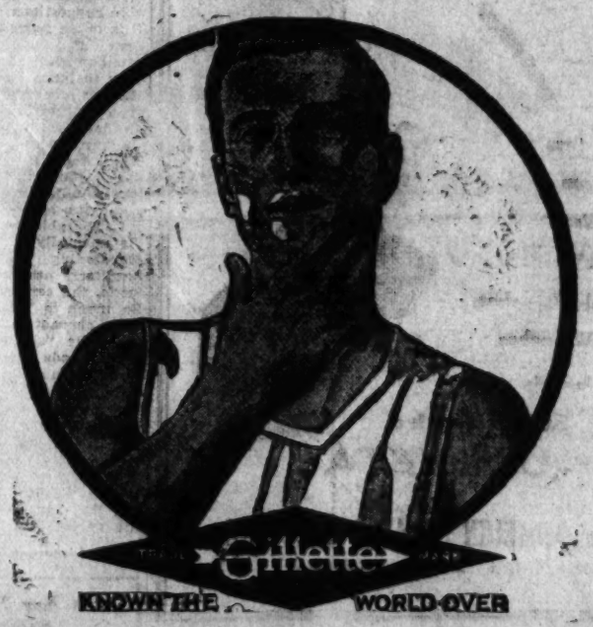

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Disease Costs U.S. Billions A Year

Economic Loss From Preventable Ailments Estimated At Enormous Figure By American Medicine

New York, June 16.—Economic loss in this country from preventable diseases is estimated by American Medicine at $2,500,000,000 a year. This conclusion is based on an elaborate study of the subject by the Illinois Health News, which shows that in 1918 in Illinois alone illness and death from such diseases entailed a loss of $24.67 for each man, woman and child in the State. Although the general death rate in Illinois was at the low figure of 14.2 per 1,000 of population, the loss from the principal preventable diseases amounted to $15,881,685, or 6.01 percent of the total property value of the State.

"If this ratio of per capita cost," American Medicine says, 'were to apply for the entire United States the loss during 1918 would amount to more than $2,500,000,000. The Illinois figures, however, merely considered the cost of the following communicable diseases; typhoid, malaria, smallpox, measles, scarlet fever, whooping cough, diphtheria, meningitis, poliomyelitis, tuberculosis and pneumonia.

"In computing the financial cost, four items were involved: (1) The cost of funerals based at $100 for adults and $50 for children; (2), the value of life lost at $3,000 for an adult and $500 for a child; (3) the cost of care of those who recover, including medical service for adults.

"Utilising the same figures for the few above named diseases in a computation on the basis of the United States mortality figures for 1916, the death losses from these ten diseases (poliomyelitis not included) amounted to approximately 570,000,000 and the losses due to medical care and wages to approximately $1,087,000.

"The recent epidemic of influenza involved at least ten million persons, with a mortality of approximately 400,000. Assuming that each case of illness involved only $25 for medical care, the cost would be $250,000,000.

Pestilence Adds Another Billion

"Inasmuch as the mortality from influenza involved approximately three persons of working age to one child, one may consider the average loss by death equivalent to $2,400 and the funeral expenses at $90, giving thus a total economic loss in vital assets of approximately $1,000,000. These figures, large as they are, take no account of the losses in production due to the pestilence, nor, indeed, of the cost of labor turnover due to the mortality of industrial workers.

"These tremendous costs of communicable diseases may be regarded in part as an index of the economic efficiency of communities. It certainly does not reflect great interest or care in the conservation of the assets of the community to note the astonishing destruction of resources due to preventable communicable diseases.

"It is probably a shock to the conservative thinker about economic wastefulness to realise that the number of industrial accidents reported to the New York State Industrial Commission for the year 1917-1918 was 236,871, a number larger than the total casualties of our American army occupied in the strenuous work of conquering a pitiless foe. It is of the utmost significance that war, with all its atrocities, is probably responsible for little greater disease and disability during the period of greatest industrial activity than occurred during the ordinary years of conditions reflecting normal industrial activity.

Health Means Dollars And Cents

"Health must be estimated in terms of dollars and cents, in terms of productivity in order to reach the conscience of the average taxpayer, who must be called upon to defray the expenses of health departments and to meet the increased costs laid upon industry by virtue of the economic losses entailed through sickness and death. The economic value merits greater attention particularly at this time, when every effort is being made to secure the rehabilitation of the wounded and to increase the vigor and potential powers of those who have suffered from disease while pursuing their course as part of the military or naval forces of the nation.

"It must not be forgotten, however, that similar problems are of equal importance in connection with the everyday living of the growing nation, now bent upon renewing national prosperity and raising the standards of health, comfort and prosperity for all the types of citizens which comprise the nation."

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How Sing Kee Got The D.S.C.

By Prosper Buranelli

New York.—When Sing Kee wins a Distinguished Service Cross it is time to connect chop suey with cannons, the paddle slippers of China with the pomp of marching hosts, and laundry tickets with victorious heraldry.

I called at a Mott Street apartment house and was ushered into a regulation apartment. In the midst of the happy Far Eastern family came Sergeant Sing Kee, as brave in the khaki as though his revered ancestors had shipped from Liverpool, and as merry. None of that gravity and impassiveness of countenance which are the proverbial birthright of the "heathen Chinese." The medaled sergeant from Chinatown proved a man of uproarious laughter. He laughed, alas, at his D. S. C.

I sought in vain for any of those psychological traits beloved of the Orient. My man seemed more American than most Americans. No pidgin English, straight American with a western smack.

"The war has its mysteries," the Sergeant began with the usual evasiveness of the medal man, "but the deepest mystery I found was why I got a medal, or rather why each man in my company didn't get one. Every man did as much as I did. What system is used in picking out a man for a medal?".

"You mean," I interrupted, scandalised, "that you don't know for what valorous deed you were singled out?"

"They say," he replied, "that I got it for running messages for eighteen hours after I had been gassed."

"Didn't you do that small thing?" I questioned.

"Yes," he answered, "but the other fellows did as much. I don't remember any particular heroism on my part."

A little cross-questioning revealed why Sergeant Sing Kee is mystified about his D. S. C.

"I got a dose of mustard gas," he narrated. "My eyes began to run. My skin burned all over. I must have felt pretty bad, because I don't remember much what happened. My mind was pretty hazy until after I had been several days in the hospital."

Here was a curious circumstance. It was evident that the Sergeant couldn't recollect the brave things he did while under the influence of the gas poisoning.

"The machine guns didn't make me so uneasy; you know the general direction from which they will spit. It is the shells that unnerve. Shell fragments may strike you down from the rear or any direction. The gas was unpleasant, but I don't see why they gave me a medal. Nobody ever wanted to give me a medal before." Sing Kee laughed apologetically.

"My father was a contractor in the West," he went on. "I was born in San Francisco, and before I went into the army my occupation was mostly the pleasant one of doing nothing. You can imagine how many medals I got."

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American Soldiers As Seen By Swiss

Brave, Resourceful, Democratic And Naive But Too Impatient For Delicate Work And Extravagant And Wasteful

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Nevertheless these seven Swiss journalists did write much about what they had seen and heard—articles sometimes good, sometimes indifferent, and occasionally babyish; while one writer let his enthusiasm run away with him to such an extent that a witty Genevese paper, La Suisse, gravely reminded its readers that i was not this particular journalist who discovered America, but Christopher Columbus. Other wags asserted tha no doubt Christopher Columbus did originally discover America, but that this Swiss journalist rediscovered it; otherwise, the world might have forgotten all about it.

All these writings about the United States, however, cannot possibly b summarised within the confines of one article. Another series of articles by M. Robert de Traz, one of the ables Swiss writers, a series only just concluded in the Journal de Geneve, and dealing with Americans not in their own country but in Europe, is of rea interest; and though the writer i occasionally critical, he is never unsympathetic. The articles, six in number cover such subjects as the difference between the popular conceptio of Americans and the reality; th characteristics of the American soldier what France might learn from America and what America might lear from France. In fact, these articles as well as some of the others which have appeared in Swiss newspapers might very well form the subject o a book entitled: "As Others See Us."

M. de Traz begins by acknowledging that "like nine-tenths of Europeans, we had a wrong notion of Americans, a notion which the war ha completely dissipated. The psychology of nations is a science which need bringing up to date every day." O late, however, it has not been necessary for a Swiss to go to the United States to correct hisnotions of Americans, since so many of the finest American citizens are across the frontier at present in France, in Paris, on the Riviera, and in the provinces.

In Paris alone there are 12,000 American men on leave daily. They are to be seen everywhere, says their Swiss observer, "all alike in their mustard-colored khaki, well set up, well fed, well clad, broad-shouldered and with powerful mostly ornamented with enormhips, their clean-shaven faces ous horn-rimmed spectacles, and with their everlasting chewing gum in their mouths." He particularly admires the equipment of the American officer and soldier—their raincloaks, their sou'westers, their leathern waistcoats, their india rubber boots, and everything else they wear. In short, he says, "From the humblest soldier to the General every one is alike comfortably and expensively equipped. General impression: "There's a soldier who is well off." Beside his English and French comrades, the American soldier, he says, looks rich, strong, and very much of a boy.

"While contemplating him and talking with him about all manner of different subjects you perceive in him the ingenuity of a healthy animal enjoying his existence, a freedom which gives no offense, and absolute straightforwardness, and a grace full of freshness. Like a child, he is serious and then suddenly merry, but never ironical. Fine distinctions and veiled hints astonish him if he notices them, and likewise embarrass him. As with a child, you immediately sympathise with him and want to fraternise, play, and laugh with him. He has the delightful charm of spontaneous and imaginative beings. If ignorant, he is honestly ignorant. It would be pleasant to be his teacher, so eager is he to earn, and in teaching him his teacher would learn likewise. Moreover, he possesses the main thing in life—a heart, a natural easy generosity, and in the highest types a comprehension of life no less valuable than high intellectual virtues."

One quality, however, with which the American is generally credited M. ...ellectual virtues." ...e Traz denies him. He will not allow ...im to be an organiser. On the faith ...f many who have worked with Americans he grants them to be good at improvising. But the American, he says, has space and money in his own country, and does not concern himself about the third element—time—nor is he troubled by any considerations of respect for acquired rights, tradition, or economy. "He does not mind squandering, and he squanders resolutely." This our Swiss critic explains by the fact that in America wealth has to be created and people rush into business undertakings from which they expect quick profits, saving being too slow for them. Wealth, moreover, is not bound up with families, but with the individual, who utilises it for his own purposes, and does not trouble about transmitting it. Luxury and extravagant spending are therefore not exceptional, and are the expression of a society accustomed to speculation and quick dividends—a society in which saving would seem petty and asceticism madness.

"The American," said a somewhat shocked French officer to M. de Traz, "is the sort of man who always leaves a roll of butter on his plate."

"And," adds our Swiss friend, "in the plenty prevailing at the American messes where I was entertained to meals there was nothing whatever to remind me of the frugality of our own mess (i. e., that of the Swiss Army)."

Where the American triumphs, says his Swiss critic, is when a great deal has to be done quickly and at once. "He is not so good for delicate work requiring great accuracy." Thus he gives an instance of a French mechanic having been able to put an airplane motor right when an American had failed.

One thing which greatly impressed M. de Traz whenever he attended a meeting of Americans, was how greatly in general they resemble one another. It was very difficult for him to divine their social grade, to guess their occupation, or even estimate their ages. What he also noticed was the kind of good fellowship prevailing among them all. What profoundly impressed him was to see a General, who had received a box of chocolates as a Christmas present, and who was eating some while dictating to his secretary. The General stopped a moment to think, and the secretary calmly took this opportunity of helping himself also to one of the General's chocolates, which the General apparently thought quite right and proper.

He was equally impressed by an American officer with whom he was motoring. This officer, when giving his chauffeur directions, said: "Go to the right, please, and then to the left. Thank you very much." In other words, the officers of whom M. de Traz had till then had experience would have simply said "Go to the right, and then to the left." He was also thunderstruck to see another chauffeur next day offering a cigarette to an officer, "just as one chum would do to another." Still more thunderstruck was he by the explanation given him by an American Lieutenant of the reason for officers and men being on such familiar terms in the American army: "Why," said the Lieutenant, "that soldier may be richer than I am." Only one American officer did he find, and that one belonging to the regular army, who looked askance at people "behaving like civilians dressed as soldiers," and who assured him that he believed in drill.

"The American soldier," continues the writer in the Journal de Geneve, "is splendidly brave, and he has borne heroically losses occasionally heavier than they need have been. And he hit hard, for all the questions put to German prisoners of war showed how much the Germans dreaded the Americans. . . . Sometimes," he concludes, "his love of independent adventure led him into experiments which were sporting rather than military, as was the case with a certain tank commandant who, without orders, on the evening of a fight, went and took a turn at the enemy. He killed some men, and lost some, and returned very well pleased with himself, after a perfectly useless feat."

Again, American higher officers conscientiously refused to eat or sleep when an offensive was going on, and it was in vain that their more experienced French comrades entreated them to spare themselves, and to think not of the day only, but of the morrow. These last statements I may say are borne out by British officers and British soldiers, who told me that the great difficulty they had at first with the American Army was to induce the men to take cover. Later on, however, when they saw the absolute necessity of doing so, they did take cover, for otherwise their losses would have been impossibly heavy.

I have given this summary of an account of how the American Army appeared to an obviously friendly Swiss critic, partly because, like every other Swiss, he had doubtless done his military service, and consequently was in position to judge. A good deal has been written about America and the Americans since the outbreak of the war, sometimes as propaganda, sometimes by the enemy to cause them to be depreciated, and sometimes, as M. de Traz writes, in a friendly spirit of observation. I am assuming that it is always interesting to see ourselves as others see us—friendly "others."

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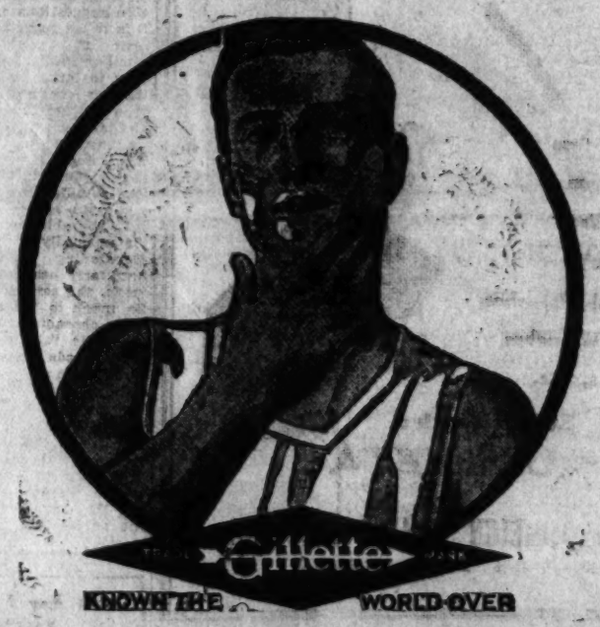

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Disease Costs U.S. Billions A Year

Economic Loss From Preventable Ailments Estimated At Enormous Figure By American Medicine

New York, June 16.—Economic loss in this country from preventable diseases is estimated by American Medicine at $2,500,000,000 a year. This conclusion is based on an elaborate study of the subject by the Illinois Health News, which shows that in 1918 in Illinois alone illness and death from such diseases entailed a loss of $24.67 for each man, woman and child in the State. Although the general death rate in Illinois was at the low figure of 14.2 per 1,000 of population, the loss from the principal preventable diseases amounted to $15,881,685, or 6.01 percent of the total property value of the State.

"If this ratio of per capita cost," American Medicine says, 'were to apply for the entire United States the loss during 1918 would amount to more than $2,500,000,000. The Illinois figures, however, merely considered the cost of the following communicable diseases; typhoid, malaria, smallpox, measles, scarlet fever, whooping cough, diphtheria, meningitis, poliomyelitis, tuberculosis and pneumonia.

"In computing the financial cost, four items were involved: (1) The cost of funerals based at $100 for adults and $50 for children; (2), the value of life lost at $3,000 for an adult and $500 for a child; (3) the cost of care of those who recover, including medical service for adults.

"Utilising the same figures for the few above named diseases in a computation on the basis of the United States mortality figures for 1916, the death losses from these ten diseases (poliomyelitis not included) amounted to approximately 570,000,000 and the losses due to medical care and wages to approximately $1,087,000.

"The recent epidemic of influenza involved at least ten million persons, with a mortality of approximately 400,000. Assuming that each case of illness involved only $25 for medical care, the cost would be $250,000,000.

Pestilence Adds Another Billion

"Inasmuch as the mortality from influenza involved approximately three persons of working age to one child, one may consider the average loss by death equivalent to $2,400 and the funeral expenses at $90, giving thus a total economic loss in vital assets of approximately $1,000,000. These figures, large as they are, take no account of the losses in production due to the pestilence, nor, indeed, of the cost of labor turnover due to the mortality of industrial workers.

"These tremendous costs of communicable diseases may be regarded in part as an index of the economic inefficiency of communities. It certainly does not reflect great interest or care in the conservation of the assets of the community to note the astonishing destruction of resources due to preventable communicable diseases.

"It is probably a shock to the conservative thinker about economic wastefulness to realise that the number of industrial accidents reported to the New York State Industrial Commission for the year 1917-1918 was 236,871, a number larger than the total casualties of our American army occupied in the strenuous work of conquering a pitiless foe. It is of the utmost significance that war, with all its atrocities, is probably responsible for little greater disease and disability during the period of greatest industrial activity than occurred during the ordinary years of conditions reflecting normal industrial activity.

Health Means Dollars And Cents

"Health must be estimated in terms of dollars and cents, in terms of productivity in order to reach the conscience of the average taxpayer, who must be called upon to defray the expenses of health departments and to meet the increased costs laid upon industry by virtue of the economic losses entailed through sickness and death. The economic value merits greater attention particularly at this time, when every effort is being made to secure the rehabilitation of the wounded and to increase the vigor and potential powers of those who have suffered from disease while pursuing their course as part of the military or naval forces of the nation.

"It must not be forgotten, however, that similar problems are of equal importance in connection with the everyday living of the growing nation, now bent upon renewing national prosperity and raising the standards of health, comfort and prosperity for all the types of citizens which comprise the nation."

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How Sing Kee Got The D.S.C.

By Prosper Baranchi

New York.—When Sing Kee wins a Distinguished Service Cross it is time to connect chop suey with cannons, the paddle slippers of China with the pomp of marching hosts, and laundry tickets with victorious heraldry.

I called at a Mott Street apartment house and was ushered into a regulation apartment. In the midst of the happy Far Eastern family came Sergeant Sing Kee, as brave in the khaki as though his revered ancestors had shipped from Liverpool, and as merry. None of that gravity and impassiveness of countenance which are the proverbial birthright of the "heathen Chinese." The medaled sergeant from Chinatown proved a man of uproarious laughter. He laughed, alas, at his D. S. C.

I sought in vain for any of those psychological traits beloved of the Orient. My man seemed more American than most Americans. No pidgin English, straight American with a western smack.

"The war has its mysteries," the Sergeant began with the usual evasiveness of the medal man, "but the deepest mystery I found was why I got a medal, or rather why each man in my company didn't get one. Every man did as much as I did. What system is used in picking out a man for a medal?"

"You mean," I interrupted, scandalised, "that you don't know for what valorous deed you were singled out?"

"They say," he replied, "that I got it for running messages for eighteen hours after I had been gassed."

"Didn't you do that small thing?" I questioned.

"Yes," he answered, "but the other fellows did as much. I don't remember any particular heroism on my part."

A little cross-questioning revealed why Sergeant Sing Kee is mystified about his D. S. C.

"I got a dose of mustard gas," he narrated. "My eyes began to run. My skin burned all over. I must have felt pretty bad, because I don't remember much what happened. My mind was pretty hazy until after I had been several days in the hospital."

Here was a curious circumstance. It was evident that the Sergeant couldn't recollect the brave things he did while under the influence of the gas poisoning.

"The machine guns didn't make me so uneasy; you know the general direction from which they will spit. It is the shells that unnerve. Shell fragments may strike you down from the rear or any direction. The gas was unpleasant, but I don't see why they gave me a medal. Nobody ever wanted to give me a medal before." Sing Kee laughed apologetically.

"My father was a contractor in the West," he went on. "I was born in San Francisco, and before I went into the army my occupation was mostly the pleasant one of doing nothing. You can imagine how many medals I got."

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VATICAN IS NERVOUS ABOUT THE FUTURE

Some Of Its Strongest Supports Broken And Its Authority Menaced By World Upheaval

ABANDON PART OF DOGMA

Put In A Dilemma by Invitation To Be Represented At Pan-Christian Congress

Rome, May 16.—Never since the wars of the middle ages has the Holy See been so nervous about tomorrow as now, on the eve of peace. The war and its results have shaken its very foundations. Austria, the greatest Catholic power for many centuries, has crumbled into dust. The house of Hapsburg, ever the Holy See's stanchest friend and protector, is dethroned and in exile; and the countries which have risen in its place are in rebellion against the authority and teaching of the Holy See.

Belgium, once the most generous contributor of Peter's Pence, is so poor and devastated that it now ranks last among the givers of tribute. The Greek Catholics are demanding autonomy; Mgr. Valfre di Bonzo, Papal Nuncio at Vienna, has just sent an alarming report about the attitude of Catholics in Bohemia, Hungary and Jugo-Slavia to Holy See discipline. The Bohemian Government demands the right to nominate Bishops and Archbishops, thus threatening one of the Pope's most ancient authorities. The Catholics of Hungary demand not only expropriation of church lands, but marriage of priests, and such divorce facilities for the laity as to make the Vatican shudder.

A Papal Admonition

The Pope has sent a severe letter to the "rebels" through his Nuncio, but the Bohemian press declares it cares nothing for such admonition.

In Turkey and Palestine the attitude of the British Government toward Arab and Jewish claims has filled the Pope with such alarm that he has appealed to a French prelate, Mgr. Baudrillart, for help and protection of Holy See interests in these countries.

In fact, events all round threaten the Papal authority and teachings as they have not been threatened for many centuries.

Not the least alarming is the progress made by the American movement for the union of Christian churches. In the past few weeks the Holy See's attitude towards it has undergone a great change. Since Mgr. Cerretti arrived from New York with a report of the committee's plans to send emissaries all over Christendom, news of rebellion in the Catholic communities just mentioned causes the Pope to fear that these "rebels" will join with the Americans and break away from Rome's authority altogether.

The American committee's delegation to the Vatican will soon arrive, and one of its tasks is to invite the Pope to send representatives to the Pan-Christian Congress. This again puts the Holy See in a dilemma, for if it refuses it will be isolated from what looks like one of the bigggest church movements of history: if it accepts, the Pope compromises his prestige by consenting to merely send representatives where, as head of the Catholic Church, he should initiate and preside, giving orders and not following them. This is the Vatican's viewpoint of the American movement.

Might Give Up Some Dogmas

Some daring spirits there—and the Pope is said to be of them—have put forward a scheme whereby leadership would revert to Rome, as in the middle ages. Its most salient feature is the convocation by the Pope of a Vatican Council, inviting representatives from all Christian churches. And as this would not be successful unless the Holy See saw fit to renounce a certain part of its dogmas, these would first come under revision, so as to make it possible for Protestant Churches to join the union.

A few personalities at the Vatican have such modern ideas: Cardinal Gasparri is credited with being one of them. With a view to keeping pace with the times, which, he says, is the only way to preserve the Holy See's authority and teaching, he has sent experts into all Christian countries to study and report on present conditions. His experts are priests with wide views and fully alive to the enormous changes war has brought about. They report that the Catholic Bishops and Archbishops in the various countries are far more conservative and timid than anybody at the Vatican itself. And Mgr. Gasparri's task is now being enlarged by the need of converting Bishops and Archbishops to the Holy See's latest viewpoint. Both Pope Benedict and Mgr. Gasparri are working hard to prevent the ruin which threatens the Holy See, and there is no doubt there that they will soon proclaim to the world the plans they are now forming.

FILIPINOS WOULD JOIN THE LEAGUE OF NATIONS

Head Of Mission Seeking Independence So Informs Senate And House Committee

Washington, June 2.—The Philippine Islands will apply for membership in the League of Nations immediately after receiving their independence and will regard such membership as sufficient protection from outside aggression.

In making this statement today at a joint meeting of Senate and House committees, Manuel Quezon, President of the Philippine Senate and head of the mission sent to this country to urge independence, declared there was no reason to fear an attack by the Japanese. He added that while the people could not resist a powerful attack alone now or within ten years, they would eventually be able to protect themselves from all invasions.

Answering Senator Harding Mr. Quezon said the Filipinos were ready to accept independence without any protection from the United States. He thought, however, it would be of mutual interest if the two countries should have some sort of an understanding.

"Would you advocate earnest consideration of this question," Senator Harding asked, "while the world and especially the Senate, are engaged in a discussion of the League of Nations, or wait until the League has been definitely disposed of?"

"From our standpoint we believe now is the time," Mr. Quezon replied.

Mr. Quezon said there were two reasons why the Philippines should not fear trouble with Japan, one being that once the United States had told the world that it was the first nation to grant a weaker nation its independence no country on earth would dare interfere. The other was that there is not enough in the Philippines to make Japan want them.

The emissary said there were not more than 10,000 Japanese in the islands and these were not acquiring land to any unusual extent.

DRINK
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The Perfect Water

The Missionary Marines

United States Marines in Haiti and the Dominican Republic are real and effective missionaries, according to the Rev. Arthur R. Gray, D. D. Dr. Gray, who is Secretary for Latin America of the Board of Missions of the Protestant Episcopal Church, has just returned from the West Indies. He found, he says, that the marines sent down there to keep order are teaching the people how to manage their finances, how to build roads, how to establish schools, how to fight disease—as well as how to preserve law and order so that the national habit of revolution may be overcome.

By the terms of the treaty of 1915 between Haiti and the United States this country "occupied" Haiti for the purpose of teaching its people to become independent and free from foreign influence. We were given the right to have certain officials at Port-au-Prince, capital of the republic. One of these was a financial adviser through whom, and subject to whose approval, the revenues of the Haitien Government are expended. Another is a General of Gendarmerie who directs and trains the native constabulary: Commander Gayler of the United States Navy is in charge of all public works in Haiti, while Commander McClean is in charge of all sanitation. Brig. Gen. A. W. Catlin, who recently served in France and who is the author of one of the recent war books, "With the Help of God and a Few Marines," is now in charge of the United States force in Haiti.

A detachment of marines is an important part of that force, a number of them having been appointed officers in charge of the native constabulary. They protect the people from brigands, build roads from one town to another, repair and keep clean the city streets, and aid in projects to improve sanitation.

In Dr. Gray's opinion this is real missionary work and prepares the way for the missionaries later sent out by the various churches.

"Only a few years ago, and even today," he said, "one can journey through Haiti without seeing any men. The women till the soil and carry the products of the plantation to the markets. The men stay at home, keeping carefully within doors lest they should be impressed into military service by some roving revolutionist. This condition is improving since the United States took hold of Haiti's finances, public works and police in 1915, and the farmer is beginning to appear from his long hiding in his home, and beginning to work again.

"In Port-au-Prince docks have been built, the streets have been paved, roads have been built, war has been made on the mosquitos, dispensaries established, schools cleaned and bettered, and disease reduced by the enforcement of quarantine regulations. Commander McClean, in charge of the sanitation, has only $1,600 a month for sanitary work among more than 2,000,000 people. He needs trained nurses and physicians to help him preserve the public health.

"Haiti's great need is education for her people. President Dartenave, his Minister of Education, and other officials asked me while I was in the island to establish trade schools there. The Episcopal Church, which is firmly established in Haiti, ought certainly to increase the number and efficiency of its common schools in Haiti and to establish trade schools. Funds have been lacking. If the members of the Church are awake to the needs of the world and the Church's opportunity money will be forthcoming for this work as a result of the nation-wide campaign now under way."

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One-Time Indian Rebel Recants After Long Stay In Germany

Went There To Get Support For Uprising To Get Independence; What He Saw In Berlin Converted Him To Loyalty To Britain

[redacted]

one of the important events of the last few months, as affecting the peace of the British Empire. He was not only probably the brainiest man in the Indian revolutionary party, but also the most highly cultured. He is an honor graduate of Punjab University, and a post-graduate of Oxford, where he won a scholarship. It was while there that he became a revolutionist, his sentiments becoming so radical that he surrendered the last installment of his Oxford emoluments.

That was twelve years ago. After leaving Oxford he came to the United States and toured the Pacific Coast, and subsequently British Columbia. While on the Pacific Coast he organised the Indian Revolutionary Party, with headquarters in San Francisco, and in 1913 he began at San Francisco the publication of Ghadr. In their written articles and speeches Har Dayal and his followers advocated armed revolt in India. Long before the war started in 1914 rumors were current that he and his followers had a secret understanding with Germany.

In 1914 the German Government, realising the possibilities there were in Har Dayal's movement, invited him to Berlin, and for the twelve months that followed he was in charge of the Berlin hatched Indian plots. From Berlin he went to Constantinople as the representative of the Berlin-India Committee. His particular mission to Constantinople was to precipitate a "holy war" of the Mohammedans against Great Britain, and by any other possible means stir up discontent, mutiny, and trouble generally among the British-Indian troops then operating in Palestine and other parts of the Near East.

Why He Changed

Har Dayal's present change of front, so to speak, is mainly due, it is said, to the first-hand views he had of German methods, particularly in Turkey, Palestine, and other Near Eastern lands. The Germans became cognisant of his change in attitude and he was practically interned in Germany until October last, when he was permitted to go to Stockholm. He is still there. In Stockholm he wrote over his own signature two articles which have appeared in recent issues of New

[redacted]

trong and courageous races. However that may be, it is certain that he Indians and Egyptians cannot revail in battle against the Germans, the Russians, the Kurds, the fghans, and the Japanese, even if ey are determined to fight for eir countries with the courage of speration. * * * Thus it is olish for Southern races to imgine that they can, in the long run, old their own against the Northrners if it comes to a trial of rength between them."

erlin-Bagdad Awakening

Of his German experiences which d to his change of view regarding ritish control in India, Har Dayal, rites:

"These reflections suggested emselves to me with greater force an ever before as I watched from Berlin the course of events in the Near East in the Winter of 1915-16. Servia was crushed and occupied about that time, and the famous 'Balkanzug' began to run between Berlin and Constantinople. Huge placards, with the words 'Hamburg —Bagdad,' could be seen in the windows of the newspaper offices in Berlin. All this set me thinking.

"The Germans were supposed to be the allies of the Turks against the other European Powers, but now the Turks found that they had got taskmasters instead of friends. Germany poured men and material into Turkey. 'Bagdad' was the goal of German ambition. All barriers that had stood between Teutonic imperialism and the much-coveted treasures of old Asia had disappeared. A German empire in Asia was well-nigh within the range of practical politics. That specter frightened all thinking Orientals, who had hitherto looked upon Germany as their champion against British imperialism. The cry 'Berlin—Bagdad' was ominous in our ears. Turkey had really been conquered without a blow. The foolish Turks had themselves opened the doors to their masters.

New Masters For Old

"It was the story of the man, the horse, and the stag over again. I began to think of our beloved India and her northwestern frontier. The Germans intrigued with the Afghans and other wild tribes in Persia and Turkestan. The menace of a German-Turkish-Pathan invasion could no longer be over-looked. And in that moment I saw clearly that India would simply be overwhelmed by her old enemies and by new ones if the German adventurers obtained a foothold east of Suez. Whatever may happen, no son of Ind will ever consent that foreign soldiers should be allowed to enter India again from the northwest, whether they come as friends or foes. It is the cardinal principle of all political parties in India that the north-western frontier must remain inviolate under all circumstances. No prospects of future gain can allure us to open that portal to strangers, whoever they may be. This is the lesson of Indian history, written by our fathers in their blood.

"Imperialism is always an evil, but British and French imperialism in its worst forms is a thousand times preferable to German or Japanese imperialism. The English and the French are at least gentlemen in personal intercourse, and they have free institutions at home which exercise a liberalising influence on their colonial policy in spite of themselves. The meanest English or French Jingo cannot abolish the Magna Charta or blot out the words, 'Liberte, Egalite, Fraternite.' But the Germans have no tradition of freedom.

The Detestable Prussian

"The Prussian rules over all the Germans, and the Prussian is perhaps the most detestable biped on earth. He is selfish, avaricious, heartless, arrogant, unscrupulous, and servile. A slave and a bully, he is cruel to the weak and obsequious to the strong. He understands only the law of force, and worships power and rank. He is an upstart, and has all the vices of the parvenu. He suffers from incurable megalomania, to which political kleptomania and other serious disorders have been added during the last thirty years.

"He may be a patriot, a poet, or a pedant, but he is never a gentleman. He wishes to exploit every one he meets, and his word cannot be trusted. All who know him despise and hate him. There is a good reason for this universal verdict against him. We should rejoice with exceeding joy that he has been humbled and thrown down from his high pedestal. I have lived in Prussia for two years during the war, and know what I am talking about.

The defense of India, adds Har Dayal, is a very grave problem. He admits, after reflection, that it is better that an Indian army, commanded by British officers, should guard the Indian frontiers, "than that the Afghans, Kurds, and the Germans should pour into the country after having defeated a 'national army' led by cowards and weaklings."

The Protecting British Fleet

"India, he observes, "cannot afford the perilous luxury of an Indian bourgeois corps of officers. This is my deliberate opinion on the vital question. And as the world is infested with imperialists of every nationality, it is the part of wisdom for us not to tempt fate, but to stay under the protection of the British fleet and army in our quiet, sunny home of Hindustan, and to make the best of our position in the Empire. We are not equipped for the deadly rivalries and fierce struggles of this age of iron imperialism.

"Others will not leave us alone if we once lose the name and aegis of Great Britain. Exposed to the buffetings of chance and force, we shall have to suffer worse evils than those that now afflict us. Partition, forced 'conversion to other creeds and similar calamities have befallen weak peoples in Asia and Europe even in the nineteeth and twentieth centuries. Let us not jump out of the frying pan of British imperialism into the fire of —who knows what?"

As regards the internal administration of India, it is the view of Har Dayal that the question must be approached from the standpoint of the peasant, and not that of the upper and middle classes. Peasants comprise eighty-five percent of the Indian population, and these peasants, he argues, must be organised for the "promotion of their interests," and the defense and administration of India given to "those who are fit, irrespective of race or creed." The majority of the higher officials of the Police Department, and all officers and generals in the army should be, he says, Englishmen or Europeans. Other offices can be bestowed on the Indian bourgeoisie, but preference should be "given to the educated sons of the peasantry." India, he adds, must be governed in the interests of the peasant, for "the Indian bourgeoisie has no prescriptive right to exploit him (the peasant) forever."

Hopes For Speedy Autonomy

Regarding the relations that should exist between the Indians and the British, Har Dayal says that the first principle should be that "all provinces of the Empire should manage their internal affairs without mutual interference," and that 'autonomy is the only possible basis of amity and co-operation." Education must "unify and cement the empire from within" because "a State which neglects the education of its citizens cannot last long."

English literature must be "interpreted to the Eastern peoples," as must also English law and history. "English history," Har Dayal adds, "beginning with Magna Charta and ending with the decree granting suffrage to women, is the most complete record of 'Freedom slowly broadening from precedent to precedent' in the annals of human evolution." * * *

The American Declaration of Independence, he says, is also an immortal document of English history. It has well been said "you cannot argue a man into slavery in the English language." Therefore, he argues, "we must live in England, learn from England, work with Englishmen and Englishwomen, and study England and American history till we catch a breath of that spirit which has made England free and great."

Needs A Strong Arm For Safety

Concluding his second and last article Har Dayal says:

"To sum up: Asia needs Britain's strong arm for her safety and progress. The Empire will endure only if three conditions are fulfilled. First, all citizens of the British Empire must be granted equal political rights in course of time. Secondly, England must not inflict economic injustice on the other nations. The Empire is rich enough for all, and we need not exploit one another. Thirdly, all British subjects must love and revere England as their spiritual mother and Greece as their spiritual grandmother. Thus the "British Empire of today will be converted into the 'British-Oriental-African Commonwealth' of the future. And that is our goal and ideal."

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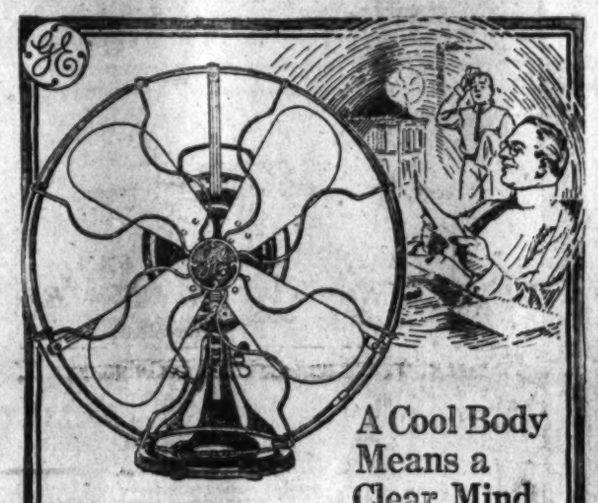
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All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.
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All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.
Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.
Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.
THE PREMEDICAL SCHOOL
Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.
Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.
Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.
Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.
EXAMINATIONS
Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to
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After-War Labor Problems

Industrial Production In Adequate Volume Is The First Essential, Says New York Banker

By Francis H. Sisson
Vice President Guaranty Trust Company of New York.

The question which stands at the front of all others in every country amid the present great awakening is the question of labor.
—President Wilson in his message to Congress May 20, 1919.

It is daily becoming more evident that the economic readjustments of the post war period transcend in importance the purely political issues. Indeed, the principal political questions now engaging the world's attention are significant, chiefly because of their relation to the solution of essentially economic problems, prominent among which are questions directly affecting working people.

The adoption of labor's so-called Magna Charta by the Peace Conference and the emphasis laid upon labor questions by President Wilson in his message to Congress on May 20 are evidence of worldwide recognition of this fact. And, furthermore, the President has described the labor program of the Peace Conference as "one of the most gratifying achievements of the conference"; while Lord Reading, the retiring British Ambassador to the United States, has declared: "The most important thing in the Peace Conference in Paris was the agreement on the labor question. It is an event of far-reaching importance that this general agreement should have been arrived at by the various nations in the conference."

An eight-hour working day, or a forty-eight hour week; a weekly rest period of at least twenty-four hours, the abolition of child labor, the granting to men and women of equal pay for work of equal value, and the statement of the principle that labor shall not be regarded merely as a commodity or article of commerce, are among the important provisions which have been incorporated in the treaty of peace. While they are not laws binding within the countries which sign the treaty, international public opinion, with the possibility of economic pressure in the background, is relied upon to obtain fulfillment of the pledges.

It is also significant that a statement of principles prepared with a view to furnishing a basis on which American industry can build a national labor program was recently submitted to a referendum vote of the membership of the Chamber of Commerce of the United States.

Industrial Advantages

The mobilisation of virtually whole nations for service at the battlefronts and behind the lines in a common cause—involving as it did industrial dislocation and hasty attempts at readjustment of productive factors to serve the ends of war, and occasioning marked changes in the relative distribution of personal incomes—has wrought changes in the industrial world which cannot be wholly undone. Nor is a complete return to former conditions desirable. Wherever, in the interest of wartime efficiency, new methods and relations in industry have been developed which may be advantageous in peace also their retention will be advisable.

But the need for safeguarding and extending certain advances made in the war period and at the same time for retracing our steps in other directions makes the tasks of industrial readjustment unusually complex and difficult at the present time.

More urgent even than the relative wage rates in the transition period is the question of employment. It is better that there should be a fully occupied labor force, even at merely living wages, than that large numbers of potential workers should be for any considerable period involuntarily idle while the remainder receive adequate compensation. The possibility of widespread unemployment during the transition period was not unforeseen. It was generally expected that the demand for labor would be reduced and the number of potential workers augmented forthwith when the war should end. Moreover, the armistice came at the beginning of Winter, the season when in normal times the extent of unemployment occasioned by the slackening or suspension of activity in our seasonal industries is greatest.

The first essential, however, is not that the machinery for bringing workers and jobs together should be perfected, but that industrial production should proceed promptly and in such volume as to afford adequate opportunity for the employment of the nation's labor forces. Although much of the so-called war work was readily continued as peace work without interruption, and without any change in the technique of plan operation or any unusual change in the labor personnel, reduced activity in many other lines of enterprise was necessary as a result of the previous industrial mobilisation for war purposes. Unemployment on a large scale therefore, could be avoided only by a prompt resumption of approximately normal production in lines in which there had been reduction or suspension of activity.

It is not too late, perhaps, even now to formulate a national reconstruction program which may be made to serve the interests of the whole country in the remaining period of industrial readjustment.

Without special pressure, employers have in the main shown a disposition to give their former employes preference respecting positions as they are discharged from Governmental service. While their action in accordance with this commendable spirit involves in some cases the displacement of other equally efficient workers, probably more often the returning soldiers thus far have supplemented rather than displaced those who have in some measure taken their places in industry during the war.

In view of the immense increase in our productive capacity, effected during the war, it can hardly be doubted that our capital equipment is sufficient to occupy the entire labor force of the country. And it should be borne in mind that every producer is also a consumer. Normally whenever laborers are added to the previous working force, they do not merely compete for existing positions, but, by virtue of their newly acquired incomes, expand their consumption and thereby create demand for the services of other workers. Our fundamental problem of employment, then, is one of adjusting the productive equipment as rapidly as possible to the requirements of peace. There will be no real insufficiency of opportunities for employment, once the nation's industrial machinery is adjusted to its new tasks.

Wage Anomalies

The existing wage scales, speaking generally, are anomalous. Nearly all rates were advanced during the war, but in a most irregular manner. For some workers the wage advances were almost negligible, and, for others, several hundred percent. The pay of comparatively few, it appears, however, increased relatively as much as did commodity prices or the cost of living. Thus, while on the whole average money wages have increased greatly in this country since 1914, the real wages, the purchasing power of the workers' earnings, have doubtless declined during the war. This is the repetition of a familiar experience, practically without exception, in cases of wide and protracted fluctuations of commodity prices in either direction, wages lag behind prices, rising and falling somewhat tardily. After the civil war, for example, the general trend of wages continued upward for several years, although commodity prices meanwhile declined materially and almost without interruption.

Most commodity prices have declined, if at all, very gradually, and perhaps wage rates have not fallen as much as have average prices since the ending of the war. But the maintenance of rates have been offset in part by reduction or suspension of overtime employment and special or bonus payments. If we may assume that pre-war wages represented substantial justice under the conditions then prevailing, the logic of the greatly confused wage situation requires—if the accustomed standards of living are to be maintained—that the pay of some workers should advance further in order to overtake the increased cost of living. The living wage, as a basic payment to all those whose services are required in industry, is now more firmly established than ever before since it has received official sanction in connection with Government control of war industry. Employers who have always ungrudgingly paid a living wage as a minimum will welcome every influence that promises to help rid industry of those parasitic enterprises which compete unfairly with legitimate business by paying unreasonably low wages.

Production And Wages

But it also seems obvious that some wages, raised unduly during the war, should be lowered. There is no inexhaustible capital fund from which wages may be paid. Only in so far as men produce may they expect to be compensated. Production is measured in terms of prices, and if the prices of the products of labor decline in the world's markets it is to be expected, other things being equal, that the pay of workers producing the goods will and should be adjusted accordingly. Most workers, however, do not reason concerning their wages in terms of comparative costs of production and selling prices. Once their wages have attained a new high level they usually contest any lowering of the wages when the prices of the goods they help to produce decline along with general prices.

Hence it is to be expected that wage reductions, however much they may be justified by the trend of commodity prices, will in most cases be vigorously opposed by the workers themselves. Industrial managers will do well not to ignore the psychology of the labor factor in production. If care is exercised to propose reductions in wages only where the justification is clearly obvious, a great deal of troublesome friction may be avoided. Moreover, farsighted generalship, as well as good business, will require that, in any readjustment downward of profits and wages which may be necessary in the transition period, profits, on the whole, should be reduced first. It is fortunate that employers generally have largely been governed by such considerations in the readjustment of wages in recent months.

It is unfortunate that other than economic considerations appear to have been influential factors in the fixing of wages in some branches of industry under Government control.

We should remember that wage-making for political, rather than economic, considerations in public service enterprises is fraught with danger for all concerned. It is almost certain to be unfair to either the public or the wage earner. It may be unfair to the public through unwarranted increases which place an undue tax upon production and distribution which would handicap agriculture, industry, and commerce, and prevent competition with other nations, or it may be unfair to the wage-earner through the political ascendency of those who would refuse just compensation to employes.

Any other basis than that of sound economic law—which, of course, includes willing recognition of the just demands of wage-earners and enlightened and sympathetic consideration of their welfare and contentment—in the rendering of public service is certain to be unsatisfactory and inequitable. The importance of maintaining this form of service on a business basis to the producer, the shipper, the merchant, and the general consumer can hardly be overemphasized. Each has an important interest in the problem, and it may be reasonably assumed that in the event of any substantial injustice being done to any important class by arbitrary political action, violent reactions and changes would follow here as they have elsewhere, to the constant unsettling of the situation.

It may be that we shall have to institute in this country something comparable to the industrial councils in England—national, district, and plant organisations for the various industries, in which employers and employes are represented and which can act with authority and in orderly fashion for their respective industries. The degree of protection against certain objectionable competitive prac-

(Continued on Page 21)

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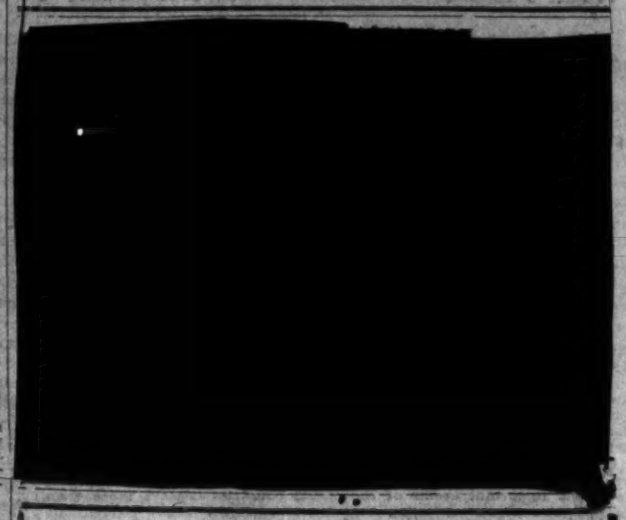

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After-War Labor Problems

(Continued from Page 20)

tices within their own groups, which this type of organisation offers employers, will probably prove one of its principal benefits.

Co-operation Necessary

But whether this or some other plan is adopted, labor will doubtless insist increasingly upon the right of collective bargaining, and, in the long run, those employers will fare best who are disposed to take labor by the hand rather than by the throat. Likewise, those laborers will gain most and permanently who deserve to be taken by the hand.

Collective bargaining is not a panacea and alone cannot safeguard all the interests involved in the wage system. Back of all the machinery of collective bargaining, if it is to function well, must be the spirit as well as the form of co-operation. Benevolent employers, sincerely desirous of giving their employes generous treatment, have time and again failed to win their employes' confidence or loyalty. If such well-intentioned efforts can fail completely and so frequently, may it not be that neither side in the labor controversy really understands the other? Mutual misunderstanding affords no basis for co-operation in productive enterprise.

Admittedly, labor is not always sufficiently interested in the quantity and quality of production—which constitute the source of wages and the only continuing wage fund. For this attitude labor is not solely to be blamed. The advantages which may revert to the workers as consumers generally are too remote to elicit any special concern in individual efficiency in production. Profit-sharing schemes and the like are often suspected because arbitrarily controlled from above. Scientific management, so-called, whatever may be its potential merits, has had few if any real trials, for it can have a fair test only when more cordial relations exist between labor and capital than are usually to be found today. Such means alone, then, do not promise general recognition of the basic partnership of capital and labor in production at its best. Is there no way out? Must we charge the whole difficulty to the shortcomings of human nature?

Some Possible Aids

The first essential is an understanding of the magnitude of the undertaking. To secure in the average worker genuine interest in his product, when, as is so often the case, he is subjected to the deadening monotony of the routine of machine production, is a formidable task. And he would be a bold reformer who could confidently set forth in detail a plan fitted to every exigency in the adjustment of industrial relations.

Something has been gained, we may be sure, in the recent spread of the idea that the management of men is a function that not every man with money and a factory under his control can exercise, that it requires special ability and consequently special training. The employment managers today—and their numbers have multiplied rapidly—represent a departure in industrial engineering which merits encouragement. When there are more and better qualified managers of personnel we shall be further advanced toward an acceptable adjustment of industrial relations.

But, in the final analysis, lasting progress in this direction must rest upon a spirit of co-operation, which finds expression in a genuinely democratic control of the conditions of employment. This does not mean that the direction of enterprise can be handed over bodily to a committee of workers lacking special ability and training for managerial tasks. It does mean that neither those who receive nor those who pay wages have an exclusive right to determine the whole range of conditions under which the work of the world shall be done. In present-day corporate activity in business the actual managers represent other people who supply, in whole or, usually, in part, the capital employed. Since the managers direct the human as well as the material factors in production, it might, perhaps, be well to allow the workers some direct participation in the choice of the managers.

Labor's Political Aims

The drift of recent events has produced a new crisis in the American labor movement. There has been formulated no consistent national labor policy. During the war one arm of the Government was sanctioning or requiring collective bargaining and union standards in war work while another arm was prosecuting men for concerted action. Even more noteworthy was the virtual denial by judicial edict of the right of workers to organise against the wishes of their employers.

All this, with the uncertainties and perplexities of a readjustment period, is bringing to the fore once again the question of possible political activity by workers as such. The kind of discontent which, nurtured in a soil of economic oppression and almost universal ignorance in certain parts of Europe, has been destructive of social order there, is not wholly wanting in this country. Thanks to the intelligence of the average American, however, we have a degree of immunity against ultraradical teachings which makes improbable a serious disturbance of our social order by violent socialism.

Nevertheless, political activity of an unaccustomed sort may appear soon in this country. There is a noticeable cleavage within the ranks of labor over the question of forming a labor political party here, such as already exists in England and elsewhere. Heretofore the age consciousness of the typical American labor union has been so engrossing as to preclude any political activity beyond the effort of the leaders to turn the labor vote to this or that party.

It is the new international situation, however, rather than the perplexing domestic problems which will provide the strongest ground of support for the incipient political activity of labor in this country. Elsewhere labor parties will be heard in national and international councils in the determination of questions of vital import to working people everywhere. Whether or not the American labor movement shall develop a distinctly political organisation it may, indeed, be hoped that the discussion of the issue will at least broaden the vision of some leaders to whom the driving of the wage bargain has hitherto been a sufficiently absorbing task.

International Standards

A corollary of the closer political relations between nations in general, which should result from the formation of a League of Nations, will be a revision of certain bases of international competition. The opportunities for reaping the legitimate profits of individual initiative in foreign trade should be multiplied rather than restricted by the new political arrangements and their necessary results in the sphere of industry and trade. Legitimate business interests will be benefited by closer co-operation on the part of the nations in governing conditions under which the various nationalists compete.

Often American capitalists who produce goods for sale abroad, thereby giving employment to American labor, have complained of the competition of foreign manufacturers whose labor force is paid but a fraction of the American workers' wages. Legislation in this country governing other conditions of employment than the wage contract, despite the good accomplished, has sometimes placed the American producers at a serious disadvantage. It may be expected that in matters of wages, hours, social insurance, and the like under the new forms of international co-operation no lowering of American standards will result. Rather, they will advance, and the raising of standards abroad will render our own all the more secure.

World Tasks In Common

In still other directions the problems of labor in the United States will have added significance and new relations to similar problems elsewhere. More than ever before the task of preserving the world's peace will be shared in common by all the nations. This, alone, will exert an influence of much weight, not only in eliminating conditions which may breed international difficulties, but in pooling social progress for the benefit of all the partners in the great enterprise of democratising the world.

Also, the greatly increased productive capacity of the principal industrial nations, built up to meet the requirements of war, will further hasten the settlement and development of the relatively unoccupied regions of the world. This, it may be expected, will be accompanied by the removal of some of the restriction on voluntary migration which in the future economy of nations will be unnecessary. The measure of relief to overcrowded populations thus to be afforded will react favorably upon the working people of the world in general, especially through the multiplied demand for the products of their toil, and through the opportunities for better understanding and mutual assistance. Through the acquisition of land and other property in the newer countries by those who in their present environments would remain unpossessed of property, the surest bulwark against anarchy yet discovered will be strengthened.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
May	12	San Francisco	Korsnaes	Am.	
May	23	San Francisco	Wergeland	Am.	S. & Dix.
June	9		Nancy Moller	Br.	M. & Co.
June	17	Cruise	Pacific	Dan.	G. N. T. Co.
June	21	Japan	Taito Maru	Jap.	
			Ralph Moller	Br.	M. & Co.
July	2	.....	Hwahhsin ..	Chi.	
July	9	Hankow	Mejan	Am.	Socony.
July	11	Hongkong	Hwahkuel	Chi	B. & S.
July	15	Japan	Meichu Maru	Jap.	
July	15	London	Glenavy	Br.	G. L. E. A.
July	15		Chinkiang	Br.	B. & S.
July	16		Taishin Maru	Jap.	
July	17	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
July	17	Tientsin	Tydeus	Br.	B. & S.
July	17	Japan	Tojun Maru	Jap.	
July	20	River Ports	Kiangwo	Br.	J.M. & Co.
July	21	River Ports	Tsecngtah 2	Br.	C.I.&E.L. Co.
July	21	River Ports	Meifoo	Am.	Socony.
July	21	River Ports	Siangtan	Br.	B. & S.
July	21	Japan	Muncaster Castle	Br.	D. & Co.
			Pearl Shell	Br.	A. P. Co.
July	22		Hanyang	Br.	B. & S.
July	23	Swatow	Niigata Maru	Jap.	
July	23	Japan	Western Knight	Am.	R. D. Co.
July	23	Seattle	Shawshing	Chi.	N.S.S.N. Co.
July	23	Newchwang	West Munham	Am.	R. D. Co.
July	23	Hongkong	Stanley Dollar	Br.	R. D. & Co.
July	23	Hongkong	Liuhsing	Chi.	Customs
July	23	Cruise	Eurythius	Br.	B. & S.
July	23	Liverpool	Hainchi	Chi.	C.M.S.N. Co.
July	24	Foochow	Ogawa Maru	Jap.	M.B.K.
July	24	Japan	Colombia	Am.	P.M.S.S. Co.
July	24	San Francisco	Helenia	Br.	B. & S.
July	24	Liverpool	Saratov	Rus.	R.V.F.
July	24	Vladivostok	Kamo Maru	Jap.	N. Y. K.
July	24	London	Chenan	Br.	B. & S.
July	24	Hongkong	Patriot	Br.	K.M.A.
July	24	Chinwangtao	Hanamet	Am.	P.M.S.S. Co.
July	24	Japan	Koonsiting	Br.	J. M. & Co.
July	24	Tienstin, Ports	Yoro Maru	Jap.	
July	24		Kweifin	Br.	B. & S.
July	25	Antung	Taiei Maru	Jap.	
July	25	Japan	Kamyingfat	Chi.	S.P.S.N. Co.
July	25	Hongkong	Kaobing	Br.	B. & S.
July	25	Hongkong	Katnayoshi Maru	Jap.	
July	25	Dalny	Kiangyung	Chi.	C.M.S.N. Co.
July	25	River Ports	Fengying Maru	Jap.	N.K.K.
July	25	River Ports	Anlan	Br.	A. P. Co.
July	25		Mingshun	Chi.	S.P.S.N. Co.
July	26	Chefoo	Sakawa Maru	Jap.	
July	25	Japan	Yunsshin	Chi.	N.S.S.N. Co.
July	25	Wenchow	Fumi Maru	Jap.	S. M. R.
July	26	Tsingtau	Matsushima M.	Jap.	
July	26	Japan	Takasan Maru	Jap.	
July	26	Japan	Tosa Maru	Jap.	N. Y. K.
July	26	Japan	Meinan	Am.	Socony.
July	26	River ports	Kutwo	Br.	J. M. & Co.
July	26	River ports	Kaiping	Br.	K.M.A.
July	26	Chinwangtao	Wanli	Chi.	S.P.S.N. Co.
July	26	Chinwangtao	Choysang	Br.	J.M. & Co.
July	26	Swatow	Kwangsze	Br.	B. & S.
July	26	Tsingtau	Taishun	Chi.	C.M.S.N. Co.
July	26	Hongkong	Fukuri M.	Jap.	
July	26		Kiukiang	Br.	B. & S.
July	26		Iciang	Br.	B. & S.
July	26				

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(Continued from Page 26)

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Singapore Rubber Auction

Singapore, July 9 and 10.—Following were the prices realised at the auction this week:

	Singapore per lb. Cents.
Sheet	
Smoked Fine Ribbed.....	68/65
Smoked Good Ribbed ...	65/55
Smoked Fine Plain	59/57
Smoked Good Plain	Nil
Unsmoked Fine Ribbed .	Nil
Unsmoked Good Ribbed .	Nil
Unsmoked Fine Plain ...	58
Unsmoked Good Plain ...	49½/44½
Cupwashing	51/45
Crepe	
Fine Pale Thin	67½/65
Good Pale Thin	65/56½
Good Pale Blanket	Nil
Fine Brown	55/50
Good Brown	51/45½
Good Dark	46/41½
Barky	42/31
Scrap	
Virgin and Pressed	48/15½
Loose	37½/18

Catalogued for sale: 2,032,328 lbs. (about 907 tons).

Sold: 1,290,375 lbs. (about 576 tons).

The total quantity of rubber catalogued for sale at this week's auction was 907 tons, out of which 587 tons were sold. Although only few of the regular buyers were in the market, the auction started with a good demand owing to some native speculators operating heavily.

Fine Ribbed Smoked Sheet sold from 68 to 65 cents although 69 cents was paid for one lot. It was impossible to maintain even 68 cents, this price was only paid 5 or 6 times.

Very little interest was taken in Fine Pale Crepe, 67½ cents was the best obtainable offer, and many lots were withdrawn on account of high limits. The average prices for both of the Standard grades are unchanged on the week.

Off-grades of Ribbed Smoked Sheet were picked up rapidly at last week's figures.

Good Pale and Palish Crepe were rather neglected. Fine and Brown Crepe were well competed for, prices remained practically unchanged.

Dark and Barky Crepes met with their usual good demand at above figures.

The sale was concluded this morning, no change in the values took place. In spite of the weak reports from Europe and especially from America, the local market tendency seems steady.

Meyer and Measor.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending July 24:

Business on the Shanghai Stock Exchange during the past week has been restricted. Cottons are somewhat quieter but remain steady at current rates. Docks declined 12 points after the declaration of the Directors' recommendation to pay a final dividend of nine taels. Rubbers remain inactive.

Rubber Prices

Messrs. Meyer and Measor, Singapore, report that auctions this week showed prices of 70½ cents to 72½ cents for Pale Crepe and 69½ cents to 72½ cents for Smoked Sheet, the tendency of the market being easier.

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Chinese and Foreign Banking Announcements

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Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

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Sir Duncan Carmichael.
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Hankow	Peking	Burma)
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A. L. D. STEWART.
Manager.

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Hankoou	Pnom-Penh	

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K. K. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

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Reserve Funds:—
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Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
W. D. Zar, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,563,060.00

H. T. S. Green,
President & General Manager.
London Office:
26 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Babai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio, de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,500.00
Reserve Fund $1,298,553.60
Special Reserve Fund $1,898,933.85

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kalfong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.
Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotta.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. HEATH Manager.
26 The Bund.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 13,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Siccawei Weather Report

25.—Cloudy but rather hot weather in spite of short showers between 13 and 14 h in our regions. Low pressures in Kiangsi and in the Hwang-ho resulting in an increase of the monsoon on our coasts. Low barometer readings on the Pacific and on the China sea both sides of Luzon; a typhoon might develop in these areas.

26.—Very cloudy weather. Barometer steady. Easy SSE breezes.

Saturday, July 26, 1919

WEATHER	4 A.M.	9 A.M.
Bar. at 23° F. inches	2977	2980
Variation for 24 hrs.	.00	.00
Variation for 12 hrs.	°0.01	-0.01
Wind—Direction	SSE	SSE
Wind—Miles per hour	12.4	13.0
Temperature (Fahr.)	78°1	85°3
Nebulosity (0-10)	....	.9
Rainfall, inches	....	—

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai
Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Hankow-Hongkong-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Gold Standard No Longer The Basis Of Money?

Berkeley, California, Economist Thinks It Long Ago Ceased This Function, Though Governments Do Not Acknowledge It—Confidence, Not Metal, The Basis Of Credit

By H. Estcourt
(*New York Annalist*)

The position attributed to gold in relation to currency is by no means so peculiar or important as it has been supposed to be." These words of Lord Farrer, economist, have a special significance at the present time when few days pass without some conference recording its views on the matter. Although it is mainly in relation to currency per se that people think of gold, yet there are three other connections in which it is supposed to play an important part. These are prices, credit, and bonds. The currency question will be simplified if we first review these three in the order named.

Much has been written to prove that rising prices have always been due, in the main, to increased production of gold. The facts have been so ingeniously arrayed by eminent persons that few have ventured or taken the trouble to question the conclusion. Today we are faced with abnormally high prices concurrently with a decrease in the output of gold that is considerable. The advocates of the gold and prices theory ignore such simple facts as that from 1873 to 1893—normal peace years—prices were falling continuously and yet, during the first decade of that period, the production of gold was almost stationary, while during the second decade it increased 50 percent. If the inquiry were not persistently entered upon with the prejudice gathered from the unfortunate support of leading economists, a little attention to the history of the last two thousand years would dispel forever the idea that periods of rising prices are due to increase of gold supply. It has been the custom of the supporters of the theory lightly to pass over war periods as exceptional and, when pressed on that point, to revert to the equally well accepted theory that credit is based upon gold and that war prices are due to the expansion of credit, not credit per se, but credit based on gold. It therefore becomes necessary to attack this latter theory also, in order to outflank the advocates of the previous one.

Confidence The Basis Of Credit

This brings us to the second of the three concomitant points, namely, credit. The basis of credit is not gold but confidence. By confidence is meant the faith that what is accepted in an exchange will itself be exchangeable for value equivalent to the original, measured by market prices. What a man requires when parting with products is a reasonable certainty that he will be able to obtain not gold but other products of similar or greater value to him. The essential point is that they shall have that value to him, not necessarily to others also. This is the essence of markets—not the giving of intrinsic values, but values that meet the demands of buyers and sellers. Thus, when a person says that "the price of an ounce of gold is an ounce of gold" he is arguing in a circle. The statement sounds well but really means nothing. The price of an ounce of gold is always its market value. In terms of wheat its price for many years was about twenty-four bushels; today its price is about eight bushels owing to price fixing in regard to both commodities. A check is a bill of exchange payable at sight, but, as it usually circulates from one to four days, in practice it is equally a credit instrument with a bill at sixty or ninety days. But when we consider both instruments from the point of view of their proceeds passing from the receiver to others, in consideration of fresh products handed to him, it often happens that the ninety-day bill is discounted and its proceeds at once utilised, while the proceeds of the check remain in the bank for a period even longer than ninety days. Thus the variation in the period comes to nothing in their function as credit instruments; they are both alike in the fact that the basis of their efficiency is unrelated to gold. The proceeds in both cases, if we eliminate petty cash, are destined not to procure gold but products. The only important case in which they are exchanged for gold is that of a bullion dealer whose product is gold, and therefore there also the exchange is equally for a product. A bank does not create credit; it cashes credit, turns it into currency. In so doing the bank takes the responsibility of its opinion that the credit is properly founded. Where a bank considers that there is a doubt on this point it holds the instrument "for collection" and the maker has to cash it.

Thirdly, we have to consider bonds. The statement that "Government bonds depend for their standing on our gold reserves" was supposed to be a truism. Yet it is far from the fact. Government bonds would not be worth one cent less intrinsically if there were not an ounce of gold in the country. Their real value lies in the energy and ability of the nation as a whole. What is a Government bond? Nominally it is a promise to pay gold at a certain date; actually its value is based on a firm faith that before the bond matures, the energy and ability of the nation will have produced so much wealth that by means of taxation the redemption of the bond can be assured. The faith of the people in the future of national industry is what really gives the bond its value. No sane person has the faintest doubt that the aggregate wealth production of the United States will so far surpass the amount of its issued bonds before they become due that the meeting of them in full will be an obviously easy matter. It is a mere fiction to imagine that gold reserve has any practical bearing on their value. The prospect would indeed be poor if we hoped to raise in the interval sufficient gold to meet all those bonds in specie. Moreover, the doing so would answer no useful purpose. The conception belongs to the same category as the idea that a banker keeps in the vaults of the bank all the money deposited with him. The enormous indemnity levied on France by Germany in 1871 was paid in gold only to a relatively small extent. It was paid mostly in bills of exchange accepted by merchants who knew that the bills represented goods actually in existence and marketable. With the exception of what was included in the $425,000,000 of gold placed in the castle of Spandau as a war fund, it is estimated that the bulk of the wealth transferred found its way back to France within eighteen months, much to the surprise of the Germans. Through this the Germans learned a great deal about foreign exchange and trade and were profiting immensely by the lesson until their rulers were stupid enough to kill the goose that was laying so well.

Values Of Metallic Currency

We now come to the main question of the relation of gold to currency. The war has rapidly changed long-accepted economic views in unexpected directions, and we shall find that the position of gold will be no exception. Ninety-nine percent of those who allow their thinking to be done by deputy, and a majority even of economists and financiers, have held so firmly to their early training that the gold question has always been to them res judicata. A small minority had doubts on the subject, and events are tending to confirm the views of the minority.

It is essential to grasp clearly the true significance of currency. What is money today may be a commodity tomorrow. A Treasury bill is a commodity that a bill broker buys and sells. In the hands of other people it becomes currency. Gold is the commodity of the miner as also of the manufacturer of gold articles and dentists' supplies. More than half of our gold output is consumed in the arts. Money, whether metallic or paper, is only a part of currency. What constitutes currency is anything received for a commodity as an intermediary implement of exchange, something that is not intended to be consumed but to be passed on for the purpose of obtaining possession of other commodities. This is not the limited concepton of currency handed down to us, but it is the fact that must displace that conception.

In order to understand the gold question it is necessary briefly to review the historical conditions affecting it. All precious metals have a high value irrespective of any demand for purposes of coinage. They served the purpose of money ages before any coinages existed. They exercised the functions of currency where there was no stable Government and no mint. Precious stones have been, and still are, used for the same purpose.

What we have to realise is that today the money unit per se has no value; it is merely an arbitrary measure fixed by statute, a name given to a value previously established. The cause of attributing an intrinsic value to the money unit is that we are taught to think of it in terms of metal, that is, in terms of a specified commodity. There was a time when this mode of thinking accorded with facts, when the only circulating medium of exchange was metallic and had an intrinsic value apart from its exchange value, but that time has long since passed away. Nevertheless, we persist in adhering to the fiction that metal is the medium of exchange, and we back this assertion by another fiction, the fiction of the metallic standard, equally unfounded because it implies that at any moment the memoranda of indebtedness that we actually use as the medium of exchange are convertible into gold. Were this the fact, there would have to exist in the world a quantity of gold equal in value to every other commodity on the market, a manifest absurdity. This was the original theory and basis of money.

We have really returned to barter, but, instead of expressing the indebtedness in terms of the commodity dealt in, we use a unit of value-measurement expressed in the nomenclature of the discarded metallic implement. Today currency consists almost wholly of memoranda of indebtedness. A Government note is a memorandum backed by the whole State, and this is supplemented by other paper, less and less efficiently backed, until we come down to the ordinary check backed by one individual. We still adhere to the unit expressed by the metallic currency and speak in terms of dollars, but we certainly do not think commercially in terms of metal. At the present time each party to an exchange, whatever he may imagine, really thinks in terms of the quantity of desired commodities he believes he can obtain in exchange for the memorandum of indebtedness when he passes it on. When, for instance, wages are fixed, the cost of living is the consideration, not the cost of gold or any other metal. In estimating wages in so many units of currency we do not expect that there will be any attempt to exchange those units for metal; they are regarded purely as a record of indebtedness that will be passed on in exchange for the commodities figuring in the cost of living.

Gold And Currency

Is there then no use for metallic currency in our present scheme of exchanges? Certainly there is. Metallic currency fulfils two functions, but in different capacities. In domestic exchange it is token coinage and in foreign exchange it is a guarantee of weight of commodity. In small transactions, where it would not be worth while to establish credit relations, it is easier and quicker to utilise some medium that both parties have been accustomed to recognise as having exchange value at sight everywhere. This medium is supplied by the Government of a country in the form of token coinage or in the form of notes guaranteed by the Government. A Government can attach any value it chooses to coins or notes circulating within its own jurisdiction, just as players in a game can determine the value of chips. Among nations a similar process occurs, but there is this difference, the international medium must have a commodity value always—however slightly—in excess of its assessment. Even then, however, the valuation results from the treaty and not from the worth. The overwhelming bulk of transactions in international trade are effected through bills of exchange, but, periodically to clear up balances, there is a transfer of some medium mutually agreed upon as equivalent legal tender in both countries. This medium is usually gold, but not necessarily so. Now it happened that when this medium was chosen, gold, in terms of other commodities, over an average of years had been exchanging for an equivalent of little over $20 per ounce, in this country $20.67. At that date there existed free competition in the production and distribution of commodities; trusts, combines, and other artificial contrivances for maintaining fictitious values had not been invented. The facts make it apparent that what was in mind was a certain weight of gold, not gold coin, but gold commodity. Both countries coined gold but the Government stamp was substantially a guarantee that the piece contained a certain quantity of pure gold. Coins were accepted for their weight merely to supplement the assayed and certified bullion. The valuation of the coins was incidental. What might be called penal or liquidative clauses in international contracts specified a weight of pure gold in default of other commodities. So long as the required weight of gold is forthcoming, it matters not what equivalent of goods has been exchanged for it, what equivalent of units of value it has cost. The transaction has to be completed in terms of the bond even if the gold costs eighty units per ounce instead of twenty. The weighed gold corresponds to Shylock's pound of flesh, and its rendering is what lawyers term "specific performance."

Having seen that it is not as standard, but as a valuable commodity, that gold figures in international exchange, let us return to domestic currency. When it was found that an ounce of a precious metal was exchanging for certain commodities, rulers decided to divide the ounce into so many parts, each of which could be used in exchange for an equivalent fraction of the other commodity, and names were given to these fractions. When debasement and all other devices failed to expand the medium of exchange to the requirements of trade, the custom ensued of substituting pieces of paper marked with the required value. These pieces of paper were either the I.O. U.s of the sovereign power or, more frequently in modern times, those of the parties trading. These documents emulated foreign contracts in containing a specified or implied liability to make good the amount in gold, but, as a matter of fact, any pressure for the fulfilment of the contract in this way resulted in default or bankruptcy. It was the same with the paper of the sovereign power. So soon as there has been any unusual demand for gold it has been found to be unobtainable and some sort of moratorium has always been arranged until the demand ceased and trade continued on the basis of the measure instead of the standard of value.

The Fault Of The Assignats

When any attempt is being made to clear up the basis of currency and its relation to gold, some one may be relied upon to introduce a jeer based on the disastrous results of the assignat currency of the first French Republic. Few stop to inquire into the true cause of that catastrophe, yet it is highly instructive in leading us to the discovery of what constitutes a sound basis for paper if we reject the fiction of the gold standard. The assignats did not fail of their purpose because they were not based upon gold, but because they were based on land values, in other words, on the capitalised value of potential economic rent. Potential economic rent is no security whatever for currency. This unequivocal statement may surprise a great many people. It is well known that most banks will not issue currency against deposits based on unimproved real estate, and properly so; but, in order to carry out the principle, the rule should exclude all land value in appraising improvements for the purpose of advances. The issue of currency should never be based on any equivalent of a mortgage. The true limits of currency issue are realised wealth, not potential wealth, except to the extent that such potential wealth is reasonably assured of automatically becoming a liquid asset within the ordinary limits of circulation, a variable period rarely exceeding a few months. An advance for paying wages for building a ship that, by virtue of contract, will immediately on completion be put to use in trade, is probably one of the best instances of a legitimate basis for the issue of currency. Such a transaction requires no gold to support it. The essence of a sound currency is that it should form a means of effecting exchanges of realised wealth, and not a means of gouging those who depend on fixed incomes by raising prices against them. When it assumes this latter characteristic it becomes a mere gambling counter. Land is not wealth, although it is the source of all wealth. Franchises and monopoly values are in the same category. Crops upon land and the minerals beneath it become wealth, and a basis for currency, so soon as they are within a measurable distance of being exchanged for other commodities. The extent to which they are a safe basis is proportional to the nearness of their exchange for other forms of wealth. Thus, gold is only a basis for the issue of currency to the extent that it is a commercial commodity. The periodical panics that assail society are due not to the issue of currency in excess of gold reserves, but in excess of wealth reserves. In producing such panics, watered stock operates exactly as would counterfeit notes or accommodation bills. The demand for gold in such circumstances is due to precisely the same causes that have put it in demand in all ages, its physical qualities as a form of wealth. Known to be invariably in short supply, there is a scramble to get possession of it against feared emergencies, and in order to prevent undue preference for the early applicants the Government usually stops the issue of gold until people recover their sanity.

The difficulties surrounding the currency are looming large in the near future, as evidenced by the ever-increasing attention that is being given to gold and all that pertains to it. In this connection it has been proposed, by undeniably responsible parties both here and in England, that gold should be completely withdrawn from circulation and accumulated in Government vaults. This is a wise proposal, but it is to be feared that those who propose it do so rather as a temporary expedient than as a principle. Their instinct drives them to a conclusion involving corollaries they are afraid to consider. If gold were withdrawn as proposed, we should be forced to recognise the fictitious nature of the supposed gold standard. All questions of payment in gold would be set at rest. Gold would have become a measure of value like any other commodity and would cease to be regarded as a standard. All business is at present carried on as if gold were a Government monopoly; to make it so in practice would merely be fitting the theory to the fact.

Mr. McAdoo, when Secretary of the Treasury, pointed out that "At no time has the country so much required the largest production of gold as at present. The maintenance of gold production at the maximum point is a great necessity." There is no question as to the wisdom of this view from a national standpoint, and everyone was and is eager to respond to the expressed desire of the Treasury. It is absurd to cling to the theory that there is no premium on gold, when it exists in fact. For the twenty years just past and especially the last four years, memoranda of indebtedness, in terms of paper profits, have been put into circulation. The figures recorded, in relation to existing products, have been so consistently increased that dimes have come to figure as half-dollars, and the real question is whether, under the plea of a fictitious gold standard, the nation is to attempt to pay gold on the basis of half-dollars, or, as a commodity, on the basis of dimes. The former is a physical impossibility under any circumstances, a fact not calling for regret or any alarm. The latter basis drives us to the conclusion that gold has long since ceased to be a standard and has become a measure of value.

Comparison Of Gold Exports And Imports And Production And Consumption In The United States Since 1900

(In thousands of dollars)

	*World Production.	*United States Production	†Imports	†United States Exports	Coinage	United States Consumption ‡Manufacturing & Arts	United States Total Stock	Increase & Decrease (By Difference)
1900	254,576	79,171	44,573	48,266	107,937	22,148	988,768	
1901	260,992	78,666	66,051	53,185	99,065	23,868	1,049,639	+ 60,871
1902	296,737	80,000	52,021	48,568	61,930	27,682	1,120,530	+ 70,891
1903	327,702	73,591	44,932	47,090	45,721	29,063	1,191,685	+ 71,155
1904	347,377	80,465	99,055	81,459	208,618	28,655	1,216,821	+ 25,136
1905	380,288	88,180	53,648	92,594	79,983	33,208	1,287,568	+ 70,647
1906	402,503	94,373	96,221	38,573	53,602	39,126	1,458,323	+170,755
1907	412,986	90,436	114,510	51,399	79,622	40,727	1,612,689	+154,366
1908	442,837	94,560	148,337	72,432	197,238	31,476	1,656,149	+ 43,460
1909	454,059	99,673	44,003	91,531	108,180	37,628	1,638,649	— 17,500
1910	455,239	96,269	43,339	118,563	47,578	41,787	1,710,035	+ 71,386
1911	461,980	96,850	73,607	22,509	118,925	40,834	1,799,627	+ 89,592
1912	466,136	93,451	48,936	57,328	12,749	43,977	1,880,237	+ 80,600
1913	459,941	88,884	69,194	77,762	30,058	45,864	1,904,694	+ 24,457
1914	439,078	94,531	66,538	112,038	26,625	45,520	1,805,098	— 99,596
1915	468,724	101,035	171,568,	146,224	40,533	37,820	2,299,454	+494,356
1916	457,006	92,590	494,009	90,249	31,077	51,061	2,866,965	+567,511
1917	423,590	83,750	977,176	291,921	1,030	52,915	3,041,500	+174,535

*United States Mint Reports.
†Statistical Abstracts, 1917.
‡Including old material.

AMUSEMENTS

MARIE DORO
Is to be seen at the
OLYMPIC THEATRE
on July 27th and 28th
In an elaborate adaptation of
CHARLES DICKENS'
Immortal Work
"Oliver Twist"
A Paramount Production

Victoria Theatre
New
PROGRAMME
for
Sunday & Monday
July 27th & 28th
SHOWING
RITA JOLIVET
in
"AN INTERNATIONAL MARRIAGE"
IN FIVE PARTS

Amusements

St. GEORGE'S GARDEN
Bubbling Well Road
TONIGHT
Open-Air Cinema Show
William Fox presents
George Walsh
in
"THE BEAST"
5-Parts Drama
PATHE'S GAZETTE
and other New Films

ISIS THEATRE
SUNDAY MATINEE
"THE BULL'S EYE"
17th Episode (Final)
and
"THE MASTER-SERIAL"
5th and 6th Episodes
Also
CHINESE PERFORMANCE
(Modern Play)
SUNDAY EVENING
PICTURE SHOW
and
CHINESE PERFORMANCE
(Modern Play)
MONDAY, 28th JULY
The Master-Serial
7th and 8th Episodes
and
COMEDIES
Also
CHINESE PERFORMANCE

BOSTOCK'S
ROYAL ITALIAN CIRCUS
GRAND OPENING
Wednesday, July 30th, at 9.15 p.m.
LOCATION
CHANG SU-HO'S GARDEN
MATINEES: Saturdays, Sundays and Wednesdays, at 5.15 p.m.
BOOKING PLAN AT MOUTRIE'S
A few boxes only left for opening night. Be early. Book now. Be early.

Boxes for 6	$18.00	1st Class Elevated	$2.50
Box Seats	3.00	2nd Class	2.00
Circle	3.00	Gallery Carpeted	1.00

Gallery 50 cents (big money)

APOLLO THEATRE TOMORROW July 28th, 29th and 30th
PEARL WHITE AND WARNER OLAND
PEARL WHITE AND WARNER OLAND
in the supreme Pathe serial
"THE LIGHTNING RAIDER"
Episode 11 "The Bars of Death" Episode 12 "Hurled Into Space"
This week we present two of the most thrilling episodes of any serial ever filmed by the House of Pathe! Who will win—Pearl or Wu Fang?
Pathe's American — Gazettes — Pathe's British
LONESOME LUKE
IN — IN — IN
"HEAR 'EM RAVE"
Your favorite comedian in one of his funniest stunt films.
Time and Prices as usual

Tonight at 8.15
Miss Marie Tempest
in
"Mrs. Plum's Pudding"

Matinee, Today 3.30 p.m.
"The Lightning Raider"
Episode 9:—"Falsely Accused"
Episode 10:—"The Baited Trap"

THE FILM EVERY GIRL WILL SEE is
"A SCHOOL FOR HUSBANDS"
IT IS TO BE EXHIBITED AT THE VICTORIA THEATRE ON JULY 29th, 30th, and 31st

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan will leave from the French Bund on **Monday, July 28**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Sunday, July 27**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Str **Kiangyung**, Captain W. Mcilwains, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, 2,664 tons, Catpain Gibb, will sail for the above-mentioned ports from Hunts Wharf on **Monday, July 28**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Yohyang Maru**, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on **Monday, July 28**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Co.'s Str. **Kiangwah**, Captain J. McArthur, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, 3,779 tons, Captain Campbell, will sail for the above-mentioned ports from Hunts Wharf on **Tuesday, July 29**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Wednesday, July 30**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Str. **Hwahiee**, 1,151 tons, Captain Lee, will sail for the above-mentioned ports from Hunts Wharf on **Thursday, July 31**, about midnight. For Freight or Passage, apply **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Thursday, July 31**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, 3,925, tons, Captain Findeison, will sail for the above-mentioned ports from Hunts Wharf on **Friday, Aug. 1**, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

FOOCHOW.—The Str. **Hsinchi**, Captain J. Bowman, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs will leave from the French Bund direct for the above ports on **Sunday, July 27**, at noon. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG.—The Str. **Shinyo Maru**, 22,000 tons, Captain H. Nagano, will be despatched on **Sunday, July 27**. Tender conveying passengers and mails will leave Customs jetty at 4 p.m. Customs Clock. For passage apply to **TOYO KISEN KAISHA**, T. N. Alexander, Manager.

Ningpo:—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott R. N. R., will leave from the French Bund on **Monday, July 28**, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Kwangse**, Captain W. McDonald, will leave on **Tuesday, July 29**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

NINGPO.—The Str. **Kiangteen**, will leave on **Tuesday** afternoon at 4 p.m. For Freight or Passage apply to **C.M.S.N. Co.**

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Koboku Maru**, Captain M. Tsukaki, will be despatched from the Co.'s Yangtszepoo Wharf on **Tuesday, August 5**, at ———— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ———— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.**

HONGKONG.—The Str. **Canada Maru**, Captain T. Nemoto, will be despatched from the Co.'s Yangtszepoo Wharf on **August 19**, at —— The steam-launch conveying passengers on board will leave the Custom jetty at ———— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

TIENTSIN.—The China Navigation Co.'s Steamer **Hanyang**, Captain C. W. Puckett, will leave on **Sunday, July 27**, at noon. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The Chin Navigation Co.'s Steamer **Fengtien**, Capt. McIntosh, will leave from the Watung Wharf on **Sunday, July 27**, at 3 p.m. Tender leaves Customs Jetty at 2.30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Freight Tel. No. 77. Passage Tel. No. 401.

TSINGTAO.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from the French Bund on **Sunday, July 27**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Steamer **Kashing**, Captain A. V. Harrison, will leave on on **Monday, July 28**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI & CHINWANGTAO.—The China Navigation Co.'s Str. **Chinkiang**, Captain G. D. S. Mills, will leave on **Monday, July 28**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

ANTUNG.—The China Navigation Co.'s Steamer **Kweilin**, Captain A. McDowell, will leave on **Tuesday, July 29**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Tuesday, July 29**, at 3 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Te. No. 401.

CHINWANGTAO DIRECT.—The K.M.A. s.s. **Kaiping**, will despatch on **July 29**. For Freight or Passage, apply to Agent, No. 1 Jinkee Road, Tel. Central 1115.

TIENTSIN & DAIREN via TSINGTAU.—The Steamer **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **Monday, August 4**, at ———— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ———— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

For Foreign Ports

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Amazon Maru**, Captain A. Kobayashi, will be despatched from the Co.'s No. 9 Buoy on **August 6**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamanoto, will be despatched on Saturday, August 23. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ———— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Alfai Maru**, Captain T. Fuchigami, will be despatched from the Co.'s No. 9 Buoy or about **August**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug.	9	— Vancouver	E. of Asia	Br.	C.P.O.S.
Aug.	10	— Seattle, etc.	Suwa Maru	Jap.	N.Y.K.
Aug.	12	— Vancouver	Melville Dollar	Br.	R. D. & Co.
Aug.	13	— Vancouver	Montcalm	Br.	C.P.O.S.
Aug.	16	— San Francisco	Colombia	Am.	P.M.S.S. Co.
Aug.	16	— San Francisco	Shinyo Maru	Jap.	T.K.K.
Aug.	22	— San Francisco	Nanking	Am.	C.M.S.S. Co.
Aug.	23	— Tacoma, etc.	Africa Maru	Jap.	O. S. K.
Aug.	28	— San Francisco	Tancred	Am.	R. D. Co.
Aug.	—	— San Francisco	West Conab	Am.	P.M.S.S. Co.
Sept.	1	— Seattle, etc.	Kashima Maru	Jap.	N.Y.K.
Sept.	9	— San Francisco	Korea Maru	Jap.	T.K.K.
Sep.	13	— San Francisco	Venezuela	Am.	P.M.S.S. Co.
Sept.	14	— San Francisco	China	Am.	C.M.S.S. Co.
Sep.	—	— San Francisco	West Vaca	Am.	P.M.S.S. Co.

FOR JAPAN PORTS

July	29	— Kobe & Yokohama	Andre Lebon	Fr.	M.M. Cie
July	30	— Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
Aug.	2	— N'saki, Kobe, Y'hama	Kasuga Maru	Jap.	N. Y. K.
Aug.	2	— Moji, Kobe, Osaka	Yawata Maru	Jap.	N. Y. K.
Aug.	6	— Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
Aug.	9	— Moji, Kobe & Osaka	Yamashiro Maru	Jap.	N. Y. K.
Aug.	9	— N'saki, Kobe, Y'hama	Kumano Maru	Jap.	N. Y. K.
Aug.	10	— Kobe	Iyo Maru	Jap.	N. Y. K.
Aug.	12	— N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

July	30	— Liverpool	Tydeus	Br.	B. & S.
July	31	— London	Neleus	Br.	B. & S.
July	31	— London	Awa Maru	Jap.	N.Y.K.
July	—	— London	Kansas	Am.	J.M. & Co.
July	—	— London	Kentucky	Am.	J.M. & Co.
Aug.	2	— London, etc.	Helenus	Br.	B. & S.
Aug.	4	— London	Kitano Maru	Jap.	N.Y.K.
Aug.	4	— Liverpool	Deucalion	Br.	B. & S.
Aug.	14	— London, etc.	Telresias	Br.	B. & S.
Aug.	17	— London	Nagoya	Br.	P.&O.S.N. Co
Aug.	18	— London	Inaba Maru	Jap.	N. Y. K.
Aug.	21	— London, etc.	Agapenor	Br.	B. & S.
Aug.	24	— London	Ajax	Br.	B. & S.
Aug.	28	— London, etc.	Pyrrhus	Br.	B. & S.
Sep.	4	— Liverpool	Orestes	Br.	B. & S.
Sep.	11	— Liverpool	Antilochus	Br.	B. & S.
Sep.	11	— London, etc.	Elpenor	Br.	B. & S.
Sep.	25	— London, etc.	Laomedon	Br.	B. & S.

FOR SOUTHERN PORTS

July	27	— Manila & Hongkong	Colombia	Am.	P.M.S.S. Co
July	27	noon Amoy, H'kong, C'ton	Suiyang	Br.	B. & S.
July	27	— Hongkong	Shinyo Maru	Jap.	T. K. K.
July	27	— Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July	28	5.30 Ningpo	Hsin Peking	Br.	B. & S.
July	28	4.30 Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
July	29	D.L. H'kong & Canton	Tean	Br.	B. & S.
July	29	D.L. S'tow, H'kong, C'ton	Kwangse	Br.	B. & S.
July	29	4.00 Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
July	29	D.L. S'tow, H'kong, C'ton	Choysang	Br.	J.M. & Co.
Aug.	2	— Hongkong	Monteagle	Br.	C.P.O.S.

FOR NORTHERN PORTS

July	27	noon Tientsin	Hanyang	Br.	B. & S.
July	27	3.00 Tsingtau	Chenan	Br.	B. & S.
July	27	D.L. Chinwangtao	Ichang	Br.	B. & S.
July	27	3.00 W'wei, C'foo, T'sin	Fengtien	Br.	B. & S.
July	28	noon W'wei, Chinwangtao	Chinkiang	Br.	B. & S.
July	28	noon Antung	Kashing	Br.	B. & S.
July	28	— Tsingtau	Fumi Maru	Jap.	S.M.R.
July	29	1.00 Tsingtau & Dairen	Sakaki Maru	Jap.	S.M.R.
July	29	3.00 W'wei, C'foo, T'sin	Tungchow	Br.	B. & S.
July	29	— Chinwangtao	Kaiping	Br.	K.M.A.
July	29	D.L. Antung	Kweilin	Br.	B. & S.
Aug.	2	3.30 Dairen	Kobe Maru	Jap.	S.M.R.
Aug.	4	— T'tau, T'tsin, Dalny	Keelung M.	Jap.	O. S. K.

FOR RIVER PORTS

July	27	noon Hankow, etc.	Woosung	Br.	B. & S.
July	27	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
July	28	noon Hankow, etc.	Poyang	Br.	B. & S.
July	28	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
July	28	M.N. Hankow, etc.	Kutwo	Br.	J. M. & Co.
July	28	M.N. Hankow, etc.	Yohyang Maru	Jap.	N. Y. K.
July	29	M.N. Hankow, etc.	Ngankin	Br.	B. & S.
July	29	M.N. Hankow, etc.	Tuckwo	Br.	J. M. & Co.
July	30	M.N. Hankow, etc.	Kiangtoo	Chi.	C.M.S.N. Co.
July	30	M.N. Hankow, etc.	Siangyang Maru	Jap.	N. K. K.
July	30	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
July	31	M.N. Hankow, etc.	Tachang Maru	Jap.	N. K. K.
July	31	M.N. Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Lucnyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-21 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.

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"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
*S.S. West Conab	Aug. —	S.S. Colombia	July 27
S.S. Colombia	Aug. 16	*S.S. West Vaca	Aug. —
*S.S. West Vaca	Sept. —	S.S. Venezuela	Aug. 23
S.S. Venezuela	Sept. 13	*S.S. West Sequana	Sept. —
		S.S. Ecuador	Sept. 20

*Cargo only

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

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AMERICAN REGISTRY
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THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JULY 27, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	13.30
Manila direct	Colombia	15.00	..	..	..	..	14.30
Amoy, Hongkong & Canton	Suiyang	11.00	..	..	..	..	10.30
Hongkong and Canton	Shinyo Maru	14.00	..	..	..	..	13.30
Tomorrow.							
United Kingdom, via Suez	†Tydeus	..	14.00	..	..	..	..
Swatow and Hongkong	Choysang	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Swatow, Hongkong & Canton	Choysang	22.00	..	..	..	..	22.00
Weihaiwei	Chinkiang	11.00	11.00	..	..	..	10.30
Swatow, Hongkong & Canton	Kwangse	22.00	..	..	..	..	22.00
Hongkong and Canton	Tean	22.00	..	..	..	..	22.00
Hongkong	do	..	17.00	..	..	..	..
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, July 29.							
Weihaiwei and Chefoo	Tungchow	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	do	..	14.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Japan & America	T'shima Maru	19.30	..	..	..	..	19.00
Friday, August 1.							
Nagasaki and Vladivostok	Simbirsk	..	13.30	..	..	..	13.00
Japan Ports	Simbirsk	14.00	..	..	..	..	13.30

† Parcels only.
B Letters and boxes with declared value 7.30; parcel post 5 p.m.
R Registered articles 5 p.m. and money orders 4 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave
*AMAZON MARU	18,000	A. Kobayashi,	Aug. 2	Aug. 6
*ALTAI MARU	18,000	D. Fuchigami,		August

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave
AFRICA MARU	18,000	H. Yamamoto,	Aug. 22	Aug. 23

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Nemoto,	Aug. 18	Aug. 19

FOR NORTH CHINA PORTS (Tsingtau, Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	J. Fukamo,	Aug. 2	Aug. 4

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	Aug. 3	Aug. 5

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. Central 4234 and 4235.

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

SHINYO MARU	Aug. 16, 1919
KOREA MARU	Sept. 13, 1919
TENYO MARU	Oct. 6, 1919

FOR HONGKONG

SHINYO MARU	July 27, 1919
TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to date. Equipped with Wireless Telegraph, Submarine Signals, Launary, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.
North China Insurance Co.'s Buildings,
Telephone No. 3229. Entrance 71 Szechuen Road.

CHINA MAIL S.S. CO., LTD.
THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING" ..... AUGUST 22nd
S.S. "CHINA" ..... SEP. 14th
*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S. "NANKING" ..... AUGUST 7th
S.S. "CHINA" ..... AUGUST 31ts

For further information regarding passenger fares, sailings, freight rates, etc., apply to

F. C. CHARMAN
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid and England:

	Tons		
AWA MARU	12,000	Capt. S. Hirata,	July 31
KITANO MARU	16,000	Capt. K. Yoshizawa,	Aug. 4
INABA MARU	12,500	Capt. U. Tanaka,	Aug. 18

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KASHIMA MARU	19,000	Capt. M. Machida,	Sept. 1

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KAMOGA MARU	7,000	Capt. T. Sekine,	Aug. 3
YAMASHIRO MARU	7,000	Capt. J. Nakajima,	Aug. 9
CHIKUGO MARU	5,500	Capt. Y. Yoshida,	Aug. 12

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU	4,500	Capt. R. Arakida,	July 30
YAWATA MARU	7000	Capt. H. Nojiri,	Aug. 2
OMI MARU	7,000	Capt. H. Yamamoto,	Aug. 6
KUMANO MARU	9,500	Capt. S. Satto,	Aug. 9

FOR JAPAN

IYO MARU	12,500	Capt. K. Asakawa,	Aug. 10

FOR HONGKONG

KASHIMA MARU	19,000	Capt. M. Naduda,	Aug. 8

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Aug. 31

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

AKI MARU	12,500	Capt. F. C. Cope,	August 20
TANGO MARU	14,000	Capt. M. Nishimura,	Sept. 24
NIKKO MARU	10,000	Capt. G. Yamazaki,	Oct. 22

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.
20.35	8.35		0	dep.	Peking	arr.	19.50
23.45	11.2			arr.	Tientsin-Central	dep.	17.00
23.5	11.17		84	dep.	Tientsin-Central	arr.	16.53
24.00	11.22			arr.	Tientsin-East	dep.	16.45
19.35			524	arr.	Mukden	dep.	

Local 5.	Mail 3	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	20.15
6.59	9.55	11.40	2.71	arr.	Tientsin-Central	dep.	16.55	15.35	20.05
7.25	10.15	11.55		dep.	Tientsin-Central	arr.	16.31	15.20	12.45
13.02	16.0	15.2	79	dep.	Tsangchow	dep.	13.05	11.28	15.28
16.41	19.20	18.08	148	dep.	Tsehow	dep.	10.33	8.47	11.56
19.57	22.12	20.21	—	arr.	Tsinanfu	dep.	8.06	6.00	8.30
7.	1.		220						8.
6.00	22.25	20.31	—	dep.	Tsinanfu	arr.	7.50	5.40	19.02
9.27	1.00	23.31	266	dep.	Taianfu	dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr.	Taochanfu	dep.	3.49	0.40	13.00
12.47	4.02	0.48	312	dep.	Taochanfu	arr.	3.39	0.02	12.28
6.30	6.56	3.16	377	dep.	Linching	dep.	1.20	21.24	9.26
9.02	8.45	4.50	—	arr.	Pinchwang	dep.	23.36	19.20	6.30
9.	3.		420						10.
5.40	9.00	4.57	—	dep.	Pinchwang	arr.	23.29	19.00	20.50
11.26	13.02	8.33	523	arr.	Pengpu	dep.	19.53	14.55	16.20
11.51	13.20	8.40		dep.	Pengpu	arr.	19.46	14.35	14.09
13.27	17.24	11.52	600	dep.	Chuchow	dep.	16.48	10.50	8.27
20.08	18.56	13.09	681	arr.	Pukow	dep.	15.30	9.20	6.40

R. Exp.	Exp.		Shanghai-Nanking Line			Exp.	R. Exp.
23.00	14.20	0	dep.	Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193	arr.	Shanghai-North	dep.	7.55	23.09

Yencheng-Tsinlingchow Branch Line					Linchwang-Tsochwang Branch Line						
13.10	4.19	d. Tsochwang a.	12.08	23.53	21.39	16.48	5.32	d. Linchwang a.	6.28	15.50	21.00
14.03	5.05	a. Tsingchow d.	11.15	23.56	22.40	17.50	10.40	a. Tsochwang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Financial And Commercial News

Exchange and Bullion

Shanghai, July 26, 1919.

Money And Bullion

Sovereigns: buying rate
@ 5/6=Tls. 3.6364
@ exch. 73.9=Mex. $4.9207

Gold Dollars: Bank buying rate,
@ 119½=Tls. 83.51
@ exch. 73.9=Mex. $113.00

Mex. Dollars: Market Rate: 73.85
S'hai Gold Bars: 978 touch Tls. 205
Copper Cash ..... per tael 184.200
Native Interest ..... Tls. .16

Latest London Quotations

Bar Silver ..... 55⅛d.
Bank Rate of Discount 5%
Ex., Paris on London .. Fr. 30.84
Ex., New York on London T.T. G. $4.35

Exchange Closing Quotations

London	T.T.	5/6
London	Demand	5/6⅛
India	Nom. T.T.	314½
Paris	Nom. T.T.	825
Paris	Demand	828
New York	T.T.	119½
New York	Demand	119⅝
Hongkong	T.T.	65⅛
Japan	Nom. T.T.	41⅛
Batavia	T.T.	315
Singapore	T.T.	42⅛

Bank Buying Rates

London	Demand	5/7
London	4 m/s. Cdts.	5/8⅛
London	4 m/s. Docy.	5/8⅛
London	6 m/s. Cdts.	5/8⅛
London	6 m/s. Docy.	5/9
Paris	Nom. 4 m/s.	896
New York	o/d. Docy.	121
New York	4 m/s.	128⅛

Roubles Exchange

Today's Bank Buying Rate For Roubles

Roubles 4,800 ..... =Tls. 100
Roubles 100 ..... =Mex. $2.75

CUSTOMS HOUSE EXCHANGE RATES FOR JULY

Hk. Tls. 3.41	@	5/3½		£1
„ 1	@	790½	Francs	8.81
„ 0.74	@	120⅝	Gold	$1
„ 1	@	42	Yen	2.65
„ 1	@	15	Rupees	4.40
„ 1	@	1.50	Mex.	$1.50
„ 1	@	—	Roubles	—

Stock Exchange Transactions

Shanghai, July 26, 1919.

TODAY'S QUOTATIONS

Official

Yangtszepoo Cotton (Ord.)
Tls. 16.25 July
Tls. 16.00 September
Shanghai Docks Tls. 127.00 July
Tls. 135.00 September
Telephones Tls. 75.00

Unofficial

Gulas Tls. 5.25
Kungyik Cotton Tls. 30.00 Sept.
Shanghai Docks Tls. 129.00 July
Yangtszepoo Cotton (Ord.)
Tls. 16.00 September

Shanghai Produce & Stock Exchange Transactions

Shanghai, July 26, 1919.

Business Done

Japanese Bonds 5%:
Tls. 35.60 July
Tls. 36.00 August
Tls. 37.00 September
Shanghai P. and S. Exchange
Tls. 21.30 July
Tls. 21.60 August
Tls. 22.40 September
Japan China S. and W. Co.
Tls. 25.50 July
Kuhara Mining. (New)
Tls. 25.10 September
Local Yarn:
Water Moon 16's Tls. 194.00 Sept.
16/20's Tls. 203.00 October
Tls. 201.00 November

Silk Market

In their report dated July 25, Messrs. William Little and Co. write as follows:

White Silk.—The market continues to rule quiet but steady.

Tsatlee New Style.—Condor, Ex. 1, Tls. 670 av. Red Olive, Ex. 1, Tls. 670.

Steam Filatures.—A small business has been done with crack chops, fine size over Tls. 1,100.

Yellow Silk.—P. and O. Dilwara sailing 23rd inst. took some 750 bales on basis of Mienyang S. T. 1 and 2, Tls. 470, 460, H. K. 1 and 2, Tls. 460, 440, S. C. 1 and 2, Tls. 450, 430, Mienchews Tls. 320, Chargoo Tls. 425, Laiyoo Tls. 495-75, Keopum Tls. 320, Wooyung C. H. 1, 2, 3, Tls. 390 ac.

Tussah Filatures 8 coc.—Some business in Best grades new chops was settled at close of last week at Tls. 401¼ av.

Cotton Market

In the report for week ending July 25, Messrs. A. B. Rosenfeld and Son write as follows:

China Cotton.—During the past week there has been no decided change in the fundamental conditions of the market, and fluctuations were due principally to speculative causes. In view of the easy tendency of prices which prevailed during the previous week in keeping with the improvement of the crop and lightness of the money market, spot holders were forced to sell in order to realise cash, hence the decline of practically a tael to that ruling two weeks ago.

Aside from the local speculation features, the chief developments of the week have been further heavy rains in this province, up the Valley and Chili Provinces. On Tsung Ming Island the low lands have suffered considerably and in some thirty square Li in that section the plant is getting worm-eaten. The outlook in the Chekiang Province is more serious and complaints are general, that owing to the recent heavy rains worms have made their appearance and are causing quite a havoc with the young plants.

Under the circumstances, therefore, it should not be overlooked that the dangers of further deterioration from climatic conditions in these portions of the Belt are also great. It is this well-founded apprehension of further damage that tends to restrain the developments of bearish sentiment.

Extracts Of Correspondence

Kiangsu Province, July 21.—The weather continues favorable, we have had beneficial rains, the fields are practically clear of grass and the crop is making fair progress. Flowering, not as might be expected, in general, reports plants do not show healthy condition. With favorable weather same might improve, and with a late fall a fair yield will be the result.

Chekiang Province, July 20.—Conditions here are far from being favorable. The young plants are getting worm-eaten, as the result of the heavy rains we have had in the past.

Yangtsze Valley, July 18.—Climatical conditions since last reported are on the improvement. What we need from now until maturity is good cotton weather. By cable July 23: Heavy rains yesterday, clear today.

Shensi, July 2.—The writer has just returned from a trip through the country and was very much disappointed at the condition of the cotton crop. The plant is small and irregular and fields bone dry. What is badly needed is good heavy showers in order to put new life in the plants.

Shantung, July 20.—Crop prospects here are very good. We have had beneficial showers in some sections of this province, others need rain, as the showers we have been having have not been general.

Chili, July 19.—Occasional showers in the past week not detrimental. The crop in light lands is well worked and growing rapidly. A portion of the crop in the heavy lands is still somewhat grassy, but is being rapidly worked out. In a general way we think the crop is doing well.

Liverpool, July 18.—Liverpool Market:

	Pence
Egyptian Fully Good Fair Sakellaridis	27.09
M. G. Fine Scinde and Bengal	15.75
Good Middling American, Spot	20.75
Good Middling American, September	20.98
Good Middling American, Oct.	20.96

Market, steady.

New York, July 22.—New York Market:

Spot 36.06 cents.
October 35.55 cents.
January 35.57 cents.
Market, steady.

Bombay, July 22.—Indian Market:

Broach 638 Rps. per Khandy.
Market, firm.
Shanghai Market:

	Tls.
Shensi	34.50
Tungchow	33.50
Tungchow New Crop	35.50
Shanghai (ordinary)	31.50
Shanghai (M. Ginned)	32.00

Tone of the market, steady.

Messrs. J. Spunt and Co. write as follows in their report for week ending July 26:

China Cotton.—Our market since our last issue continued undisturbed by any marked fluctuations and was but faintly animated by some demand from Japanese Spinners which tended to support a steadiness in the ruling rates without any indication at the close whereby the immediate trend of the market in the near future could be fairly defined, while the ever increasing prices in Mid-Americans and Indians have apparently had no bearing thus far on the local situation.

The short-lived but heavy showers that we have now and then experienced during the period under review were in no way favorable to the growth of the Cotton plant in its present state and a little more of dry, hot weather would be conducive to better results.

The latest report received from Shensi states that planting this season is by six weeks late and that the expectations are that this year's crop will be 25 percent to 30 percent less than that of last year owing to farmers in various sections of that province displacing Cotton for the more lucrative poppy plant. Tone of the market, steady.

Liverpool:

Egyptian Cotton, F. G. F. Sakellaridis ..... 27.09d.
Price of Fine M. C. Bengal... 15.75d.
Price of Good Middling ... 20.75d.

[redacted] especially in the higher counts owing to the almost total elimination of Japanese spinnings from the market. Demand for imported cloths is less satisfactory than might have been expected in view of the steadily increasing wealth of the masses of the population arising from the high prices at which the country has been able to dispose of its products in recent times. Exports of all classes of beans, seeds, oils, silk and egg products have been sold in vast quantities during the past six months both from North and Central China at prices that would have been considered impossible in pre-war days, and the natural inference from this is that the purchasing power of the country must have increased correspondingly. This expectation has scarcely been realised to date, the cause being doubtless the great scarcity of silver, from which the market is now suffering to such an extent that trade of any magnitude is almost impossible in any article except Yarn, in which the turnover is comparatively quick.

Further telegraphic advices from Manchester this week indicate a very firm market there, with strong buying at prices which China cannot possibly afford to pay at present even at the risk of losing suitable spring deliveries. Far from following the advance in Manchester, values here are inclined to sag for most classes of cloth, both in the case of auction and private chops.

Grey Shirtings 8¼ lbs.—We have no business to report under this heading, and even at the auctions very little interest was shown, prices being appreciably lower all round.

9-11 lbs.—A little buying has been done for Ningpo at slightly under last week's rates, particulars of sales being:—Pighead at Tls. 8.75, Eagle and Arrow at Tls. 8.25, and 2 Boys at Tls. 7.50. Auctions easier.

12 lbs. 36 inches.—Market steady with a few sales to report in General at Tls. 10.50, and Two Boys at Tls. 9.25. Prices at auction were fairly steady.

White Shirtings.—Rather more interest has been shown in these and we hear of the following transactions:—Gold Nine "Tai" at Tls. 11.45, Nine "Tsze" at Tls. 11.25, Monkey at Tls. 11.00, Cash at Tls. 10.00. General at Tls. 9.65, Three Horseheads at Tls. 9.50 and Colored Lion at Tls. 8.50.

The usual variations took place in prices at auction according to the classes of finish that happen to be in demand.

Dyed and Fancy Cottons.—Demand has been far from brisk and there was little material change in auction prices.

Cotton.—Market slightly higher at the close after declining during the week, with moderate buying at the following prices for old crop: Tungchow Tls. 33.00-34.00, Steam Ginned Tls. 32.00, Shanghai Tls. 31.50, Tai Chong Tls. 32.50, and Hankow Tls. 30.00.

Crop prospects are now generally regarded as fairly good all round, but quotations for forward delivery are still maintained at about 2-3 taels per picul higher than the old crop.

Local Yarn.—Buyers continue to pay exceedingly high prices for No. 20's for spot delivery, but other counts are less buoyant. The mills appear to be still disinclined to sell their forward production, so we are once again unable to give any particulars of sales.

A considerable business has, however, been done amongst native dealers as much as Tls. 227.00 per bale having been paid in one instance for a favorite chop of local 20's.

Indian Yarn.—Very few sales fall to be recorded this week and prices in most cases have receded about Tls. 3.00 per bale. Particulars of business are as follows:

No. 10's—100 Bales Connaught at Tls. 157.00.

No. 12's—200 Bales China Mill at Tls. 163.50, 100 Bales Currimbhoy at Tls. 168.00 and 100 Bales Moon at Tls. 165.00.

Shipping Items

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The P. & O. s.s. Nagoya, which left London on June 5, is expected to arrive in Shanghai on July 31.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai yesterday.

The P.M. s.s. Colombia arrived in Shanghai from San Francisco, Honolulu and Japan ports on Thursday and will sail for Hongkong via Manila this afternoon at four o'clock.

The M.M. s.s. Andre Lebon, with the French mails of June 23, left Hongkong for Shanghai on Friday afternoon and may be expected to arrive tomorrow.

The Blue Funnel s.s. Hector is due in Shanghai from Liverpool and ports on July 31.

The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Friday.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The I.-C. s.s. Hwahiee (chartered) will leave Hankow for Shanghai today.

The M.M. s.s. Porthos, with the French mails of July 18, left Port Said for Shanghai and ports on Thursday, July 24, and may be expected to arrive here on August 25.

The T.K.K. s.s. Shinyo Maru left Nagasaki for Shanghai on Friday and arrives at Woosung at daylight today. The tender with inward passengers and mails may be expected to reach the Customs Jetty at 9:30 o'clock this morning. The Shinyo leaves for Hongkong the same evening and the passenger tender will leave the Customs Jetty at four o'clock.

The C.N. s.s. Fengtien will be despatched for Weihaiwei, Chefoo and Tientsin this afternoon and the tender with passengers will leave the Customs Jetty at 2:30 o'clock.

The C.P.O.S. s.s. Empress of Asia left Woosung for Hongkong via Manila last night.

The H.O. s.s. Tehhsing will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Luenyi will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai on Tuesday.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen tomorrow morning and will sail for the same port via Taingtau on Tuesday afternoon. The tender with passengers and mails will leave the Customs Jetty at noon.

The U.S. gun-boat Monocacy arrived in port yesterday.

Launch Services

TODAY

The tender conveying passengers and mails on board the T.K.K. s.s. Shinyo Maru will leave the Customs Jetty at 4 p.m.

The tender conveying passengers on board the B. & S. s.s. Fengtien will leave the Customs Jetty at 2:30 p.m.

Tuesday, July 29, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 12 noon.

Friday, August 1, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Simbirsk will leave the Customs Jetty at 3 p.m.

Saturday, August 2, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 2:30 p.m.

Sailed from Shanghai

For San Franrisco		
Tamaha	June	20
Venezuela	June	22
Astral	June	26
Korea Maru	June	28
China	July	5
Satanta	July	5
Ecuador	July	19
Uncas	July	24
West Sequana	July	24
For Tacoma		
Arabia Maru	July	23
For Seattle		
Fushimi Maru	June	27
Justin	July	6
Javary	July	20
Katori Maru	July	23
For Vancouver		
Empress of Japan	June	28
Empress of Russia	July	12
Bessie Dollar	July	25
For New York Via Panama		
Eurybates	June	14
Egremont Castle	June	28
Euryades	July	24
For London, etc.		
Rheus	June	10
Andes Maru	June	22
Idomeneus	June	26
Glenamoy	June	27
Glenapp	June	29
Tamba Maru	July	1
Penang Maru	July	7
Priam	July	12
Mishima Maru	July	13
Sado Maru	July	21
For Liverpool		
Teucer	June	20
For Marseilles		
Suki Maru	June	29
Nera	July	16
Liverpool Maru	July	24
For Port Said		
Rynfuku Maru	June	27
For Calcutta via Japan		
Japan	July	4
For Bombay		
Dunera	July	5
Dilwara	July	23

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$655
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$435
North China	$220
Union of Canton ...	Hk. $195 B.
Yangtsze	Tls. 270 B.
Far Eastern Ins. Co., Ltd.	324
Fire Insurances	
China Fire	$138
Hongkong Fire	$240 B.
Shipping	
In[illegible]-China Def ...	$158
Indo-China Pref...	
"Shell"	220/- C.R. S.
Shanghai Tug (o) ..	Tls. 55 B.
Shanghai Tug (f) ...	Tls. 38½
Mining	
Kaiping	Tls. 13 B.
Oriental Cons	24/-
Raub	$2 B.
Docks	
Hongkong Dock	$163½ B.
Shanghai Dock	Tls. 127 B.
New Eng. Works ...	Tls. 25½ B.
Wharves	
Shanghai Wharf ...	Tls. 100
Hongkong Wharf ...	Tls. 93 B.
Lands and Hotels	
Anglo-French Land ..	Tls. 76
China Land	Tls. ...
Shanghai Land	Tls. 70
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	Tls. 17 B.
China Realty (ord.).	Tls. 60
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 305
E-wo Pref	Tls. 80 B.
Laou-kung-mow	Tls. 210 B.
Oriental	Tls. 107½
Shanghai Cotton	Tls. 205 B.
Kungyik	Tls. 27 B.
Yangtszepoo	Tls. 14.90 B.
Yangtszepoo Pref. ...	Tls. 83
Industrials	
Butler Tiles	Tls. 25
China Sugar	$180 B.
Green Island	$8.20 B.
Langkats	Tls. 20 CNI
Major Bros	Tls. 5 [B.
Shanghai Sumatra ...	Tls. 105 B.
Stores	
Hall and Holtz	$12½ B.
Llewellyn	830
Lane, Crawford	Tls. 88
Moutrie	$32
Watson	$5.35 B.
Weeks	$11½
Rubbers (Local)	
Alma	Tls. 8
Amherst	Tls. 0.50
Anglo-Java	Tls. 8½ S.
Anglo-Dutch	Tls. 3 B.
Ayer Tawah	Tls. 22 B.
Batu Anam 1918 ...	Tls. 0.75 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.65 B.
Chemor United	Tls. 0.90
Chempedak	Tls. 7½
Cheng	Tls. 1½ B.
Consolidated	Tls. 2½ B.
Dominion	Tls. 6½ B.
Gula Kalumpong ...	Tls. 5 B.
Java Consolidated ..	Tls. 13
Kamunting	Tls. 3½ B.
Kapala	Tls. 0.60
Kapayang	Tls. 15½
Karan	Tls. 8.10
Kota Bahroe	Tls. 4 B.
Kroewoek Java	Tls. 10½ B.
Padang	Tls. 8.80
Pengkalan Durian ..	Tls. 4 B.
Permata	Tls. 2½
Repah	Tls. 8.80
Samagaga	Tls. 0.82½ B.
Seekee	Tls. 0.70 B.
Semambu	Tls. 0.70 B.
Senawang	Tls. 0.85 B.
Shanghai Klebang ..	Tls. 8
Shanghai Malay	Tls. 0.50
S'hai Malay pref.	Tls. 6
Shanghai Pahang ...	Tls. 8 B.
Sungala	Tls. 1
Sungei Duri	Tls. 1
Sua Manggis	Tls. 8½
S'hai Kalantan	Tls. 3 B.
Shanghai Seremban ..	Tls. 0.50
Taiping	Tls. 0.85
Tanah Merah	Tls. 1
Tebong	Tls. 0.70 B.
Ulobri	Tls. 14 B.
Ziangbe	Tls. 2½
	Tls. 4 B.
Miscellaneous	
C. I and E. Lumber..	Tls. 350 S.
Culty Dairy	Tls. 13
S'hai Elec. and Asb...	82
Shanghai Trams	Tls. 78½
Shanghai Gas	Tls. 21½
Horse Bazaar	Tls. 33
Shanghai Mercury ...	Tls. 25
Shanghai Telephone.	Tls. 75
S'hai Waterworks ...	Tls. 163½

S. Sellers. Sa. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per R.M. s.s. E. of Asia ..Aug. 9
For United Kingdom
*Per B. and S. s.s. Tydeus July 28
For Vladivostok
Per R.V.F. s.s. Simbirsk ..Aug. 1
For Japan:
Per N.Y.K. s.s. Tshima M. July 29

MAILS DUE

From U.S. and Canada
Per T.K.K. s.s. Shinyo M. July 27
From France
Per M.M. s.s. Andre Lebon July 28
*Parcels only will go by the s.s. Tydeus.

Business and Official Notices

PASSAGE TO JAPAN

THE P. & O. S. N. CO.

S.S. "NAGOYA"

will leave Shanghai for Kobe and Yokohama,

on or about 2nd August, 1919.

For further particulars, apply to:

Mackinnon Mackenzie & Co.

Agents.

24 The Bund, Shanghai.

24646

TANCRED

The S.S. "Tancred" is now discharging her cargo at the China Merchants Eastern Wharf. Consignees are requested to send in their bills of lading for counter signature and take delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the wharf on August the Second at 10:00 a.m.

24657

WESTERN KNIGHT

The S.S. "Western Knight" is now discharging her cargo at the Robert Dollar Company's Pai Lien Ching Wharf. Consignees are requested to send their bills of lading in for counter signature and taking delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the Wharf on August the First at 10:30 a.m.

24656

Chow Sze Kong

The Second-Hand BOOK STORE

CLEARANCE SALE

at very low prices from July 25th to August 25th.

111 Szechuen Road

24625

JAPANESE VETERINARY HOSPITAL

DR. S. NAKANISHI

and

DR. G. KAWABE

Y-A 4 Barchet Road: Tel. N. 611

(near American Alliance Church)

28518

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ¼lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.

Agents.

Tel. C. 349 5 Peking Road.

BARBOUR'S

LINEN THREADS TWINES AND NETS

For Prices Apply to your Import Merchant

Municipal Notification

No. 2686.

PASSENGER PONTOONS

With a view to minimizing the danger which results from overcrowding on the public passenger pontoons opposite the Customs House, upon the arrival or departure of tenders conveying passengers from or to large mail steamers, and pending decision in regard to the permanent improvement of the present passenger landing facilities at this point, the following provisional arrangements will have effect from date, viz:—

Half an hour before the arrival or departure of a tender conveying passengers from or to large mail steamers, the passenger pontoons opposite the Customs House will be cleared by the Police and thereafter and until such time as the tender has left, admission to the pontoons will only be permitted to passengers arriving or departing by the tender and to such other persons as may hold passes issued by the Steamship Company concerned.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, July 25, 1919.

24645

A Good Lunch

nicely and quickly served at

SULLIVANS CANDY STORE

11.30 until 2 p.m.

(excepting Sunday)

Municipal Notification

No. 2602.

7% LOAN 1919

Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, April 12, 1919.

24248

FOR BRITISH AND AMERICAN

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI PHONE: NORTH 1488

BARRETT (PORTABLE)

COMPUTING-LISTING

MACHINE

Here is a machine that will ADD and LIST equal to all other machines and is also equipped with a CALCULATING device. It has a capacity of TWELVE figures and is fitted with complete keyboard.

Undoubtedly the best all-round machine on the market for general office use.

Illustrated booklet on request

THE OFFICE APPLIANCE CO.

Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add.: Mockbauck

The *Stewart* AUTOGUARD

Guards you and your car against the annoying, troublesome and, sometimes, expensive accidents, which you are sure to meet with sooner or later.

Distributors and Service Station for China of Stewart Products

The Shanghai House Bazaar & Motor Co., Ltd.

John E. Hughes and Company, Leaf Tobacco Dealers, Danville, Virginia, U. S. A.

In order that we may be in a better position to serve the manufacturers and dealers in Tobacco Leaf in China and the Far East we have established an office as below at SHANGHAI.

It would be to the advantage of all manufacturers and dealers to visit our office.

They will find there a full line of samples of every grade of American Tobacco Leaf, and at the very lowest prices. We can also supply samples to all customers in any part of the Far East, and if desired, will call with samples wherever requested.

All inquiries and calls will be given our personal attention.

SHANGHAI OFFICE, No. 9a Kiangse Road.

Cable Address: JEHU. Telephone: Central 2709.

J. H. MOORE,

Far Eastern Manager.

24660

MATRIMONY

MATRIMONY. young man (British) of 27 years would like to meet young lady of about same age. Please enclose photo which will be treated strictly confidentially. Apply to Box 134, THE CHINA PRESS.

24662 J.29

HOUSES TO LET

FLAT to let, for the month of August only: conveniently located on Bubbling Well Road near Race Course, well-furnished, large cool comfortable rooms: suitable for married couple or bachelor (servants if desired). Tls. 100. Apply to Box 123, THE CHINA PRESS.

24639 J.27

TO LET, Kuling house, 84B, centrally located, completely furnished. In good repair. $250 for remainder of season. J. N. Montgomery, 85A Kuling, Kiangsi.

24616 J.29

TO LET, immediate occupation, furnished flat, down-town, to couple, only for two or three months. Rent Tls. 150. Apply, J. T. Hammond, 51 Szechuen Road.

24475

HOUSES TO LET

TO LET or FOR SALE: First class site of eighteen and half mow, Corner North Soochow and Hun Fung Roads, North end of Markham Road Bridge. River Frontage. Suitable for godown or factory. For particulars and plan, apply to Box 102, THE CHINA PRESS.

24649 J.30

TWO cool well furnished rooms with bath and large verandah and southern exposure, to let with board. Bubbling Well Road near Country Club, Telephone West 1450 or address to Box No. 133, THE CHINA PRESS.

24661 J.27

TO LET, 20 Yates Road, detached eight-roomed residence, tennis garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.

24244

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.

24245

Amusement Advertising will be found on Page 23

EDUCATIONAL

TEACHER of French wanted preferably lady with Parisian accent and idioms. Reply, giving qualifications and terms. Address to Box 116, THE CHINA PRESS.

24629 J.27

OFFICES, ETC., TO LET

OFFICES to let, Canton Road, two rooms, second floor. Szechuen Road, two rooms, second floor. Apply to J. T. Hammond, 51 Szechuen Road.

24485

SITUATION VACANT

COMPRADORE WANTED for an established import and export firm with first-class connections abroad. We are also prepared to entertain partnership proposition. Good opportunity for an energetic young man to enter into business life. Capital not necessarily very large. Applications in strict confidence giving full particulars to Box 131, THE CHINA PRESS.

24659 A.2

SITUATIONS VACANT

WANTED: Capable stenographers for Hankow and Harbin offices of a large American importing and exporting firm. Apply to Box 129, THE CHINA PRESS.

26453 A.2

WANTED, Lady stenographer for firm of importers and exporters. American preferred. State experience and salary desired. Apply to Box 135, THE CHINA PRESS.

WANTED, young man with knowledge of bookkeeping and stenography and general office routine, by export house. Good prospects. Apply to Box 114, THE CHINA PRESS.

24624 J.27

WANTED, male clerk, American, with knowledge of stock records preferred. Apply to Box 101, THE CHINA PRESS.

24600

WANTED, an experienced Stenographer, by a well-known American firm. Apply to Box 100, THE CHINA PRESS.

24599

Business and Official Notices are Continued on Page 21

Classified Advertisements

2 cents a Word (Minimum Charge 50 cents)

All Advertisements must be Prepaid

Replies can be called for

APARTMENTS

Connaught House

8 Quinsan Gardens

TO LET

from 1st August, one large and one small front room, with board. Apply Mrs. G. Pollock.

TO LET

From July 18th, one large front room, with verandah and bathroom, facing the Park, very cool in summer; and also one small room. Apply to Mrs. Weinstock, 15 Quinsan Gardens. Tel. North 482.

TO LET, with board, large comfortable newly furnished front room, with open verandah and private bathroom attached. Facing south. All modern comforts, telephone, garage, stabling and tennis. Apply to Box 463, THE CHINA PRESS.

AVENUE JOFFRE, 1st August, well-furnished small room with board, verandah, facing south, exceptionally cool, telephone. Apply to Box 132, THE CHINA PRESS.

24658 J.30

TO LET, very nice furnished rooms, without board. Apply to Box 104, THE CHINA PRESS.

24607

A LADY in Bubbling Well has furnished rooms to let, with bath and including board, $90 per month. Apply to Box 108, THE CHINA PRESS.

24633

FURNISHED room with board to let, suit gentleman. Bath, tennis, French spoken: $85. Apply 23 Weihaiwei Road.

24652 J.29

TO LET, in Western district, front room, suitable for married couple or two bachelors. Telephone, tennis, hot water, etc. Also small room suitable for business lady. Apply to Box 124, THE CHINA PRESS.

24648 J.29

TO LET, by family, newly furnished large rooms, with board and all comforts, suitable for married couple, two friends, or bachelor. Please apply 5 Young Allen Terrace, vicinity of Quinsan Garden.

24605 A.5

PART of a comfortably furnished home to let, full board. Western district, detached house with garden. Apply to Box 33, THE CHINA PRESS.

24621 J.27

SITUATION WANTED

WANTED by a Russian lady, a position in office as general assistant. Apply to Box 128, THE CHINA PRESS.

24651 J.30

ADVERTISER (home-born), married, of good social standing, with many years commercial experience in India, Straits Settlements, Malay States and China, speaking several languages, desires change of position for better prospect. Particularly keen on joining large American firm with a view to push American trade. Willing to be stationed in outport and capable of taking charge of branch office. At present holding position of trust with old-established firm as manager of outport branch. Been stationed in outport nearly four years. Thorough knowledge of bookkeeping, correspondence, salesmanship, code work, stock work, advertising, typewriting, filing, invoicing, etc. Hard working and initiative. Speaks Chinese language (Mandarin) fluently. Thoroughly conversant with Chinese business methods and ways and capable of handling Chinese. Apply to Box 120, THE CHINA PRESS.

24685 J.31

ELECTRICIAN: American wants position. Has knowledge of steam turbines and all A. C. and D. C. electrical appliances. Reply to Box No. 121, THE CHINA PRESS.

24587 J.27

EXTRA WORK wanted after office hours by junior steno-typist, with good knowledge of accounting and bookkeeping. Salary no object. Apply to Box 97, THE CHINA PRESS.

24580 J.27

HOUSES WANTED

WANTED in Kuling for a month, from early in August, comfortable accommodation for lady, her young daughter and boy of eight; at a medium distance from center of the settlement, and between upper and lower road preferred. Immediate replies to Mrs. Maurice Benjamin, Poste Restante, Kuling.

26658

SMALL house wanted in Frenchtown, rent about Tls. 25. Reply to Box 125, THE CHINA PRESS.

24644 J.29

WANTED in Western district or French Settlement, from August, September or October, for 8 to 9 months, a furnished house with 7 or 8 rooms and garden. N. O. Liddell, S.M.C., Secretariat.

24522.

Exchange and Mart

2-CYLINDER, 8 H.P., motorcycle. Reliable and in good running order. Apply to Box 127, THE CHINA PRESS.

24650 J.30

FOR SALE, one new Cleveland lightweight motor-cycle. Apply to Mr. F. W. Schlobohn, service manager, Central Garage.

24647 J.30

NICE building site near Honkew Park. Land registered under foreign title deed, and measures about three mows. Well raised, with 200 feet road frontage. Apply to Box 126, THE CHINA PRESS.

24648 A.2

UNDERWOOD typewriter No. 5, fitted with Micretype, very choice for correspondence and card indexing, slightly used. Will sell for $110. Apply to Box 130, THE CHINA PRESS.

24654 J.29

FORD TOWN-CAR (Landaulette) for sale. Latest model, almost new. Complete with running boards, summer covers, clock, etc. in case, speedometer, flower vase, chauffeur's uniforms, etc. Purchaser may engage present chauffeur. Reply to Box 122, THE CHINA PRESS.

t.f.o.

FOR SALE, good two-seater open car. Apply to Box 117, THE CHINA PRESS, for price and particulars.

FOR SALE, one four-cylinder Brasier landaulet motor car, high tension magneto, zenith carburetor, electric lighting and dynamo. Also heater for winter use and direction indicator. In excellent condition, just overhauled and repainted. May be seen at 1 Hart Road. Apply to Box 119, THE CHINA PRESS.

24634 J.27

FOR SALE, desirable property on Mokanshan. For particulars and price, write or call at the Raven Trust Co., Ltd.

24636 J.29

FOR SALE, one Chinese dog, male, 1½ years. Apply to Mrs. Abel, c/o Cafe Brazil, East 301 Broadway, Shanghai.

24587

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

24527

VALUABLE collection of over 10,000 stamps, many old and rare ones, for sale. Inspection cordially invited. Apply to Box 113, THE CHINA PRESS.

24622 J.30

FOR SALE, at less than cost price, latest model visible typewriters, and electric lighting fixtures. Absolutely new. For particulars apply to Box 71, THE CHINA PRESS.

24543 J.31

Magazine and Automobile Section of The China Press, Sunday, July 27, 1919

Seats of the Haughty

—By O. Henry

GOLDEN by day and silver by night, a new trail now leads to us across the Indian Ocean. Dusky kings and princes have found out our Bombay of the West; and few be their trails that do not pass down Broadway.

If chance should ever lead you near a hotel that transiently shelters some one of these splendid touring grandees, I counsel you to seek Lucullus Polk among the republican tuft-hunters that besiege its entrances. He will be there.

I first saw Mr. Polk coming down the steps of the hotel at which sojourned His Highness the Gaekwar of Baroda, most enlightened of the Mahratta princes, who, of late, ate bread and salt in our Metropolis of the Occident.

Lucullus moved rapidly, as though propelled by some potent moral force that imminently threatened to become physical. Behind him closely followed the impetus—a hotel detective, if ever white Alpine hat, hawk's nose, implacable watch-chain and loud refinement of manner spoke the truth. A brace of uniformed porters at his heels preserved the smooth decorum of the hotel, repudiating by their air of disengagement any suspicion that they formed a reserve squad of ejection.

Safe on the sidewalk, Lucullus Polk turned and shook a freckled fist at the caravansary. And, to my joy, he began to breathe deep invective in strange words:

"Rides in howdahs, does he!" he cried loudly and sneeringly. "Rides on elephants in howdahs and calls himself a prince! Kings—yah!"

The ejecting committee quietly retired. The scorner of princes turned to me and snapped:

"What do you think of that?" he shouted derisively. "The Gaekwar of Baroda rides on an elephant in a howdah! And there's old Bikram Shamsher Jang of Khatmandu on a motorcycle. Wouldn't that maharajah you?"

I murmured a few words of sympathy. But it was uncomprehending, for I did not know his grievance against the rulers who flash, meteor-like, now and then upon our shores.

As soon as Lucullus Polk got cool enough I picked him up, and, with no greater effort than you would employ in persuading a drowning man to clutch you, I inveigled him into accompanying me to a cool corner in a dim cafe. And it came to pass that men-servants set before us brewage; and Lucullus Polk spake unto me thus:

"Did you ever hear of the S. A. and A. P. Railroad in Texas? Well, that don't stand for Samaritan Actor's Aid Philanthropy. I was doing that way managing a Summer bunch of the gum and syntax-chewers that play the Idlewild Parks in the Western hamlets. Of course, we went to pieces when the soubrette ran away with a prominent barber of Beeville. I don't know what became of the rest of the company. I believe there was some salaries due; and the last I saw of the troupe was when I told them that forty-three cents was all the treasury contained.

"I say I never saw any of them after that; but I heard them for about twenty minutes. I didn't have time to look back. But after dark I came out of the woods and struck the S. A. and A. P. agent for means of transportation. He at once extended to me the courtesies of the entire railroad, kindly warning me, however, not to get aboard any of the rolling stock.

"About ten the next morning I steps off the ties into a village that calls itself Atascosa City. I bought a thirty-cent breakfast and a ten-cent cigar, and stood on Main street jingling the three pennies in my pocket—dead broke. A man in Texas, with only three cents in his pocket, is no better off than a man that has no money and owes two cents.

"One of luck's favorite tricks is to soak a man for his last dollar so quick that he don't have time to look it. There I was in a swell St. Louis, tailor-made, blue-and-green plaid suit, with an eighteen-carat sulphate-of-copper scarf pin, with no hope in sight, except the two great Texas industries, the cotton fields and grading new railroads. I never picked cotton, and I never cottoned to a pick, so the outlook had ultra-marine edges.

"All of a sudden, while I was standing on the edge of the wooden sidewalk, down out of the sky fall two gold watches into the middle of the street. One hits a chunk of mud and sticks. The other falls hard, and flies open, making a fine drizzle of little springs and arrows and wheels. I looks up for a balloon or an airship, but not seeing any, I steps off the sidewalk to investigate.

"But I hear a couple of yells and see two men running up the street in leather overalls and high-heeled boots and cartwheeled hats. One man is six or eight feet high, with open-plumbed joints and a heart-broken cast of countenance. He picks up the watch that has stuck in the mud. The other man, who is little, with pink hair and white eyes, goes for the empty case and says, 'I win.' Then the elevated pessimist goes down under the leather leg-holsters and hands a handful of twenty-dollar gold pieces to his albino friend. I don't know how much money it was; it looked as big as an earthquake relief fund to me.

"'I'll have this here case filled up with works,' says Shorty, 'and throw you again for five hundred.'

"'I'm your company,' says the high man. 'I'll meet you at the Smoked Dog saloon an hour from now.'

"The little man hustles away with a kind of Swiss movement toward a jewelry store. The heartbroken person stoops over and takes a telescopic view of my haberdashery.

"'Them's a mighty slick outfit of habiliments you have got on, Mr. Man,' says he. 'I'll bet a hoss you never acquired the right, title and interest in and to them clothes in Atascosa City.'

"'Why, no,' says I, being ready enough to exchange personalities with this mongrel monument of melancholy; 'I had this suit tailored from a special line of coatericks, vestures and paintings in St. Louis. Would you mind putting me sane,' says I, 'on this watch-throwing contest? I've been used to seeing time-pieces treated with more politeness and esteem—except women's watches, of course, which by nature they abuse by cracking walnuts with 'em and having 'em taken showing tintype pictures.'

"'Me and George,' he explains, 'are up from the ranch having a spell of fun. Up to last month we owned four sections of watered grazing down on the San Miguel. But along comes one of these oil prospectors and begins to bore. He strikes a gusher that flows out twenty million—or maybe it was twenty thousand barrels of oil a day. And me and George gets one hundred and fifty thousand dollars—seventy-five thousand dollars apiece—for the land. So now and then we saddles up and hits the breeze for Atascosa City for a few days of excitement and damage. Here's a little bunch of the dinero that I drawed out of the bank this morning,' says he, and shows a roll of twenties and fifties as big around as a sleeping-car pillow. The yellowbacks glowed like a sunset on the gable end of John D.'s barn. My knees got weak, and I sat down on the edge of the board sidewalk.

"'You must have knocked around a right smart,' goes on this oil Grease-us. 'I shouldn't be surprised if you have saw towns more liveller than what Atascosa City is. Sometimes it seems to me that there ought to be more ways of having a good time than there is here, 'specially when you got plenty of money and don't mind spending it.'

"Then this Mother Carey's chick of the desert sits down by me and we hold a conversation fest. It seems that he was money-poor. He'd lived in ranch camps all his life; and he confessed to me that his supreme idea of luxury was to ride into camps, tired out from a round-up, eat a peck of Mexican beans, hobble his brains with a pint of raw whiskey and go to sleep with his boots for a pillow. When this bargeload of unexpected money came to him and his pink but perky partner, George, and they hied themselves to this clump of outhouses called Atascosa City, you know what happened to them. They had money to buy anything they wanted, but they didn't know what to want. Their ideas of spending thriftiness were limited to three—whiskey, saddles and gold watches. If there was anything else in the world to throw away fortunes on, they had never heard about it.

"So, when they wanted to have a hot time, they'd ride into town and get a city directory and stand in front of the principal saloon and call up the population alphabetically for three drinks. Then they would order three or four new California saddles from the storekeeper, and play crack-loo on the sidewalk with twenty-dollar gold pieces. Betting who would throw his gold watch the farthest was an inspiration of George's; but even that was getting to be monotonous.

"Was I on to the opportunity? Listen.

"In thirty minutes I had dashed off a word picture of metropolitan joys that made life in Atascosa City look as dull as a trip to Coney Island with your own wife. In ten minutes more we shook hands on an agreement that I was to act as his guide, interpreter and friend in and to the aforesaid wassail and amenity. And Solomon Mills, which was his name, was to pay all expenses for a month. At the end of that time, if I had made good as director-general of the rowdy life, he was to pay me one thousand dollars. And then, to clinch the bargain, we called the roll of Atascosa City and put all of its citizens except the ladies and minors under the table, except one man named Horace Westveit St. Clair.

"Just for that we bought a couple of hatfuls of cheap silver watches and egged him out of town with 'em. We wound up by dragging the harness-maker out of bed and setting him to work on three new saddles; and then we went to sleep across the railroad track at the depot, just to annoy the S. A. and A. P. Think of having seventy-five thousand dollars and trying to avoid the disgrace of dying rich in a town like that!

"The next day George, who was married or something, started back to the ranch. Me and Solly, as I now called him, prepared to shake off our moth-balls and wing our way against the arc-lights of the joyous and tuneful East.

"'No way-stops,' says I to Solly, 'except long enough to get you barbered and haberdashed. This is no Texas feet shampetter,' says I, 'where you eat chili-concarne-con-heuvos and then holler "Whoopee" across the plaza. We're going to mingle with the set that carries a Spitz, wears spats, and hits the ground in high spots.'

"Solly puts six thousand dollars in century bills in one pocket of his brown ducks and bills of lading for fifty thousand dollars on Eastern banks in another. Then I resume diplomatic relations with the S. A. and A. P. and we hike in a northwesterly direction on our circuitous route to the spice gardens of the Yankee Orient.

"We stopped in San Antonio long enough for Solly to buy some clothes, and eight rounds of drinks for the guests and employees of the Menger Hotel, and order four Mexican saddles with silver trimmings and white Angora suaderos to be shipped down to the ranch. From there we made a big jump to St. Louis. We got there in time for dinner; and I put our thumb-prints on the register of the most expensive hotel in the city.

"'Now,' says I to Solly, with a wink at myself, 'here's the first dinner-station we've struck where we can get a real good plate of beans.' And while he was up in his room trying to draw water out of the gas-pipe I got one finger in a buttonhole of the head waiter's Tuxedo, drew him apart, inserted a two dollar bill and closed him up again.

"'Frankoyse,' says I, 'I have a pal here for dinner that's been subsisting for years on cereals and short stogies. You see the chef and order a dinner for us such as you serve to Dave Francis and the general passenger agent of the Iron Mountain. We've got more than Bernhardt's tent full of money, and we want the nose-bags crammed with all the Chief Deveries de cuisine. Object is no expense. Now, show me.'

"At 6 o'clock me and Solly sat down to dinner. Spread! There's nothing been seen like it since the Cambon snack. It was all served at once. The chef called it dinnay a la poker. It's a famous thing among the gourmands of the West. The dinner comes in threes of a kind. There was guinea fowls, guinea pigs and Guinness's stout; roast veal, mock turtle soup and chicken pate; shad roe, caviar and patloca; canvasback duck, canvasback ham and cotton-tail rabbit; Philadelphia capon, fried snails, and sloe gin—and so on.

"I was sure Solly would be tickled to death with these hands, after the bobtail fiushes he'd been eating on the ranch, and I was a little anxious that he should, for I didn't remember his having honored my efforts with a smile since we left Atascosa City.

"We were in the main dining room, and there was a fine-dressed crowd there, all talking loud and enjoyable about the two

"As soon as Solly saw her he got up and walked straight out through the stage entrance into the street"

St. Louis topics, the water supply and the color line. They mix the two subjects so fast that strangers often think they are discussing water-colors; and that has given the old town something of a rep as an art centre. And over in the corner was a fine brass band playing; and now, thinks I, Solly will become conscious of the spiritual oats of life nourishing and exhilarating his system. But nong, mong frang.

"He gazed across the table at me. There was four square yards of it, looking like the path of a cyclone that has wandered through a stock yard, a poultry farm, a vegetable garden and an Irish linen mill. Solly gets up and comes around to me.

"'Luke,' says he, 'I'm pretty hungry after our ride. I thought you said they had some beans here. I'm going out and get something I can eat. You can stay and monkey with this artificial layout of grub if you want to.'

"'Wait a minute,' says I.

"I called the waiter and slapped S. Mills' on the back of the check for twenty-seven dollars and fifty cents.

"'What do you mean,' says I, 'by serving gentlemen with a lot of truck only suitable for deck hands on a Mississippi steamboat? We're going out to get something decent to eat.'

"I walked up the street with the unhappy plainsman. He saw a saddle shop open and some of the sadness faded from his eyes. We went in and he ordered and paid for two more saddles—one with a solid silver horn and nails and ornaments and a six-inch border of rhinestones and imitation rubies around the flaps. The other one had to have a gold-mounted horn, quadruple-plated stirrups, and the leather inlaid with silver headwork wherever it would stand it. Eleven hundred dollars the two cost him.

"Then out he goes and heads toward the river, following his nose. In a little side street, where there was no street and no sidewalks and no houses, he finds what he is looking for. We got into a shanty, and sat on high stools among stevedores and boatmen and ate beans with tin spoons. Yes, sir, beans—beans boiled with salt pork.

"'I kind of thought we'd strike some over this way,' says Solly.

"'Delightful,' says I. 'That stylish hotel grub may appeal to some, but for me give me the husky table d'goat.'

"When we succumbed to the beans I leads him out of the tarpaulin-steam under a lamp post and pulls out a daily paper with the amusement column folded out.

"'But now, what ho for a merry round of pleasure!' says I. 'Here's one of Hall Caine's shows, and a stock-yard company in "Hamlet" and skating at the Hollowhorn Rink, and Sarah Bernhardt and the Shapely Sirens Burlesque Company. I should think, now that the Shapely'——

"But what does this healthy, wealthy and wise man do but reach his arms up to the second-story windows and gape noisily.

"'Reckon I'll be going to bed,' says he; 'it's about my time. St. Louis is a kind of a quiet place, ain't it?'

"'Oh, yes,' says I; 'ever since the railroads ran in here the town's been practically ruined. And the building and loan associations and the fair have about killed it. Guess we might as well go to bed. Wait till you see Chicago, though. Shall we get the tickets for the Big Breeze to-morrow?'

"'Mought as well,' says Solly. 'I reckon all these towns are about alike.'

"Well, maybe the wise cicerone and personal conductor didn't fall hard in Chicago! Looloovilie-on-the-Lake is supposed to have one or two things in it calculated to keep the rural visitor awake until the curfew rings. But not for the grass-fed man of the pampas! I tried him with theatres, rides in automobiles, sails on the lake, champagne suppers and all those little inventions that hold the simple life in check; but in vain. Solly grew sadder day by day. And I got fearful about my salary and knew I must play my trump card. So I mentioned New York to him and informed him that these Western towns were no more than gateways to the great walled city of the whirling dervishes.

"After I bought the tickets I missed Solly. I knew his habits by then, so in a couple of hours I found him in a saddle shop. They had some new ideas there in the way of trees and girths that had strayed down from the Canadian mounted police; and Solly was so interested that he almost looked reconciled to live. He invested about nine hundred dollars in there. At the depot I telegraphed a cigar store man I knew in New York to meet me at the Twenty-third street ferry with a list of all the saddle stores in the city. I wanted to know where to look for Solly when he got lost.

"Now, I'll tell you what happened in New York. I says to myself, 'Friend Heherezade, you want to get busy and make Bagdad look pretty to the sad sultan of the sour countenance, or it'll be the bowstring for yours.' But I never had any doubt I could do it.

"I began with him like you'd feed a starving man. I showed him the horse cars on Broadway and the Staten Island ferryboats. And then I piled up the sensations on him, but always keeping a lot of warmer ones up my sleeve. At the end of the third day he looked like a composite picture of five thousand orphans too late to catch a picnic steamboat, and I was wilting down a collar every two hours, wondering how I could please him and whether I was going to get my thou. He went to sleep looking at the Brooklyn Bridge; he disregarded the skyscrapers above the third story; it took three ushers to wake him up at the liveliest vaudeville in town.

"Once I thought I had him. I nailed a pair of cuffs on him one morning before he was awake; and I dragged him that evening to the palm cage of one of the biggest hotels in the city—to see the Johnnies and the Alice-sit-by-the-hours. They were out in numerous quantities with the fat of the land showing in their clothes. While we were looking them over, Solly divested himself of a fearful, rusty kind of laugh—like moving a folding bed with one roller broken. It was his first in two weeks and it gave me hope.

"'Right you are,' says I. 'They're a funny lot of postcards, aren't they!'

"'Oh, I wasn't thinking of them dudes and culls on the roof,' says he. 'I was thinking of the time me and George put sheep-dip in Horsehead Johnson's whiskey. I wish I was back in Atascosa City,' says he.

"I felt a cold chill run down my back. 'Me to play and mate in one move,' says I to myself.

"I made Solly promise to stay in the cafe for half an hour, and I hiked out in a cab to Lolabelle Delatour's flat on Forty-third street. I knew her well. She was a chorus girl in a Broadway musical comedy.

"'Jane,' says I, when I found her, 'I've got a friend from Texas here. He's all right, but—well, he carries weight. I'd like to give him a little whirl after the show this evening—bubbles, you know, and a buzz out to a casino for the whitebait and pickled walnuts. Is it a go?'

"'Can he sing?' asks Lolabelle.

"'You know,' says I, 'that I wouldn't take him away from home unless his notes were good. He's got pots of money—beanpots full of it.'

"'Bring him around after the second act,' says Lolabelle, 'and I'll examine his credentials and securities.'

"So about ten that evening I led Solly to Miss Delatour's dressing-room, and her maid let us in. In ten minutes in comes Lolabelle, fresh from the stage, looking stunning in the costume she wears when she steps from the ranks of the lady grenadiers and says to the king, 'Welcome to our May-day revels.' And you can bet it wasn't the way she spoke her lines that got her the part.

"As soon as Solly saw her he got up and walked straight out through the stage entrance into the street. I followed him. Lolabelle wasn't paying my salary. I wondered whether anybody was.

"'Luke,' says Solly, outside, 'that was an awful mistake. We must have got into the lady's private room. I hope I'm gentleman enough to do anything possible in the way of apologies. Do you reckon she'd ever forgive us?'

"'She may forget it,' says I. 'Of course it was a mistake. Let's go find some beans.'

"That's the way it went. But pretty soon afterward Solly failed to show up at dinner-time for several days, I cornered him. He confessed that he had found a restaurant on Third avenue where they cooked beans in Texas style. I made him take me there. The minute I set foot inside the door I threw up my hands.

"There was a young woman at the desk, and Solly introduced me to her. And then we sat down and had beans.

"Yes, sir, sitting at the desk was the kind of a young woman that can catch any man in the world as easy as lifting a finger. There's a way of doing it. She knew. I saw her working it. She was healthy looking and plainly dressed. She had her hair drawn back from her forehead and face—no curls and frizzes; that's the way she looked. Now I'll tell you the way they work the game; it's simple. When she wanted a man, she manages it so that every time he looks at her he finds her looking at him. That's all.

"The next evening Solly was to go to Coney Island with me at seven. At eight o'clock he hadn't shown up. I went out and found a cab. I felt sure there was something wrong.

"'Drive me to the Back Home Restaurant on Third avenue,' says I. 'And if I don't find what I want there, take in these saddle-shops. I handed him the list.

"'Boss,' says the cabby, 'I eat a steak in that restaurant once. If you're real hungry, I advise you to try the saddle-shops first.'

"'I'm a detective,' says I, 'and I don't eat. Hurry up!'

"As soon as I got to the restaurant I felt in the lines of my palms that I should be aware of a tall, red, damfool man, and I was going to lose a sum of money.

"Solly wasn't there. Neither was the smooth-haired lady.

"I waited; and in an hour they came in a cab and got out, hand in hand. I asked Solly to step around the corner for a few words. He was grinning clear across his face; but I had not administered the grin.

"'She's the greatest that ever sniffed the breeze,' says he.

"'Congrats,' says I. 'I'd like to have my thousand now, if you please.'

"'Well, Luke,' says he, 'I don't know that I've had such a skyhoodlin' fine time under your tutelage and dispensation. But I'll do the best I can for you—I'll do the best I can,' he repeats. 'Me and Miss Skinner was married an hour ago. We're leaving for Texas in the morning.'

"'Great!' says I. 'Consider yourself covered with rice and Congress gaiters. But don't let's tie so many satin bows on our business relations that we lose sight of 'em. How about my honorarium?'

"'Misses Mills,' says he, 'has taken possession of all my money and papers except six bits. I told her what I'd agree to give you; but she says it's an irreligious and illegal contract, and she won't pay a cent of it. But I ain't going to see you treated unfair,' says he. 'I've got eighty-seven saddles on the ranch with what I've bought on this trip; and when I get back I'm going to pick out the best six in the lot and send them to you.'

"And did he?" I asked, when Lucullus ceased talking.

"He did. And they are fit for kings to ride upon. The six sent me must have cost him three thousand dollars. But where is the market for 'em? Who would buy one except one of these rajahs and princes of Asia and Africa? I've got 'em all on the list. I know every tan royal dub and smoked princerino from Mindanao to the Caspian Sea."

"It's a long time between customers," I ventured.

"They're coming faster," said Polk. "Nowadays when one of the murdering muts gets civilized enough to abolish suttee and quit using his whiskers for a napkin he calls himself the Roosevelt of the East, and comes over to investigate our Chautauquas and cocktails. I'll place 'em all yet. Now, look here."

From an inside pocket he drew a tightly folded newspaper with much-worn edges, and indicated a paragraph.

"Read that," said the saddler to royalty. The paragraph ran thus:

> "'His Highness Seyyid Feysal bin Turkee, Imam of Muskat, is one of the most progressive and enlightened rulers of the Old World. His stables contain more than a thousand horses of the purest Persian breeds. It is said that this powerful prince contemplates a visit to the United States at an early date.'

"There!" said Mr. Polk, triumphantly. "My best saddle is as good as sold—the one with turquoise set in the rim of the cantle. Have you three dollars that you could loan me for a short time?"

It happened that I had; and I did.

If this should meet the eye of the Imam of Muskat, may it quicken his whim to visit the land of the free!

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Country Club Gowns by Lady Duff-Gordon

A Smart Gown of Dark, Draped Satin, With Long, Wrinkled Sleeves and Demure White Collar and Cuffs

The High Belted Effect, Popular With Those to Whom It Is Becoming

A Somewhat Elaborate Gown of Pale Cloth, Fur and Ribbon Trimmed. The Oval Motifs of Fur Decoration Are Novel

LADY DUFF-GORDON, the famous "Lucile" of of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

THIS is the time when the country club calls to its members and their friends.

Sports clothes are having their meed of attention. Golf skirts, sweaters, tennis hats and shoes are being weighed in the balance and found suitable. But the gowns I show you to-day are adapted to less strenuous use. They are the apparel of those who take their amusements with more placidity—such costumes as are worn on the drive to the club and on the stroll across the green while watching the players and on the piazza where lemonade and temperance punch are provided and where the gossip of Winter themes merges into the chat about Summer ones.

The wearer who is of especially practical mind chooses dark colors for such costumes. Dark shades undoubtedly make for service. Also for the placid mind. For what woman can be gracious of manner and joyous of heart while she knows that the waiter spilled several drops of lemonade on the front breadth of her gown and that the spots are spreading and inviting the dust from the nearest highway to form a partnership with it?

The sine qua non of good dressing is neatness. The neat soul shrinks from spots as from sin. Spots are sartorial sins. I believe that Lady Macbeth's essential neatness as well as disturbing conscience were evinced by her nocturnal roamings and her famous exclamation about the stain upon her palm.

Like all attire for out-of-door wear, the three gowns shown on this page are of simplicity the most simple. There is a dearth, if not an entire absence, of trimming. The straight, scant waistcoat that is the smart thing of the hour, is seen. So is the line of buttons that serves the double purpose of utility and decoration.

The hats are as simple as the frocks.

Summer Hats And Skirts

As the curtain goes up on the Summer styles the transition from the Spring models promises to be a pleasant one if one is to judge by the delightfully cool frocks and other bits of feminine finery that are on display.

The Summer styles impress with their simplicity and especially the newest of crisp organdie skirts, with hats to match, rely solely on their dainty material for becomingness. What could be more charming on a warm afternoon than these lovely sheer costumes.

Most picturesque was a lovely skirt of organdie in the fashionable lettuce green color worn with a hat of the same shade and a plain white blouse. The skirt was hemstitched in bands about five inches wide and finished with a deep hem at the bottom. A broad belt of the organdie was trimmed with a double row of small pearl buttons on either side of the front and there were also dainty patch pockets.

Another Summery suggestion is the skirt in peach-color organdie, made beautiful with eyelet embroidery. This skirt was also a two-piece model, moderately shirred at the belt with a deep border of eyelets about knee-length.

Scarlet worsted made gay another skirt of ciel blue organdie that was extremely individual. The pockets were brightened with a rather crude design and the hem was outlined with three rows of "darning stitch," done in the scarlet worsted.

Hand crochet flowers in pale blue lent an attractive note to a skirt of lemon-colored organdie. They were used at the belt as a corsage, and also at intervals on the cuff hem, which was turned on the outside.

Gracefulness characterises the picturesque organdie hats that accompany these smart skirts. Made on a wire frame, one of the newest models was covered in a raspberry shade and trimmed with an enormous bow of the crisp material. The frame was smoothly covered with the organdie and the edge was outlined with a half inch picoted frill. A bias strip was draped about the crown and tied in a huge bow at a smart angle in the front.

Hemstitching was favored on a fetching hat to match an orchid tinted skirt. The brim was covered with a large circle of organdie picot on the edge and hemstitched several times a half inch apart.

The bow was also hemstitched and wired to place.

These costumes are delightfully cool and are so simple to make. Individual taste can be satisfied too, for the organdie comes in all the fashionable colors, and one can choose to suit her particular type of beauty.

Frocks For Young Girls

By Rita Stuyvesant

Summer time means pretty frocks for young girls, and there are some charming styles for the many social functions that liven the after-graduation days. Exquisitely dainty dresses in plain colored pastel shades suggest a pleasing change from the dark colors of the winter and spring.

Apricot, salmon, lettuce, or jade green, lemon, geranium, or various shades of blue and orchid are among the newest colors and for the materials one may choose either organdie, voile, georgette crepe or ribbed tricolette, that promises to be so popular for the coming months.

Apricot georgette formed the basis of a lovely frock for a girl of eighteen. It was heavily beaded with dull rice beads. There was a full gathered tunic bordered with bead embroidery and a scant underskirt to preserve the slim silhouette. The bodice showed a round neck with a long sailor looped under at the waistline in back to effect the new Russian blouse. A bit of bead work appeared on the front of the bodice and also on the full length butterfly sleeves. The frock was lined throughout with apricot colored silk.

Orchid colored crepe meteor fashioned an adorably quaint frock and allied itself with black velvet ribbon. A jagged tunic had its pointed outline defined with tiny frills gathered through the center, and was hung over a closely pleated underskirt.

The bodice was unusually simple and showed elbow length kimono sleeves. Black velvet ribbon was drawn through slits at the ends of the sleeves and tied in pretty bows. The neck line was also defined with the velvet. A pink silk princess slip worn under this orchid frock gave an exquisitely dainty shade that proved most effective.

Flowered georgette or French blue sprinkled with gay geraniums developed another charming frock for informal school affairs. The frock was tucked for the occasion, showing fine deep tucks at the knees and a shadow proof hem. A blouse well puffed over the waist line was also tucked across the front and had a collar long enough to be caught under at the back.

Long, bell-shaped sleeves were set in at the shoulders with hemstitching, and there was a girdle of geranium red taffeta. Instead of a light underskirt, navy blue China silk was chosen, and made a rich background for the bright flowers.

MATRON'S HATS FOR FALL

Style In Velvet And Panne And Combination Of Them

"If you are interested in matrons' hats for Fall," says the current bulletin of the Retail Millinery Association of America, "there is a house that makes a splendid line of smart effects in velvet, panne, and combination of these fabrics. A tremendous assortment of small, close-fitting shapes can be had, with or without narrow brims. The materials are used in a 'soft' way, and are artistically draped and swathed around the hats. The quality of the materials is very good.

"Black is shown extensively. This is always the most popular shade for the smart matron. Blue is next in demand, followed by taupe, purple, and brown. Coq is being used in top crowns, pompons, and tail feathers. It is thought that this is going to be a big feature for Fall hats, not only for the older women, but for young girls as well.

"Peacock fancies make a 'dressy' trim, as do ostrich bands, feathers, and pompons. Here and there flower trims are used, scattered artistically over the entire crown or in cluster effects. Besides, lilacs and heather are best adapted to the matron. High effects are supreme, as usual. If the material is not draped high then the brim gives the desired effect to the hat. The models concerned range in price from $7.50 to $15."

Be sure
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get it
at
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It Pays!

HATS WORN IN PARIS

Simple Models Are The Vogue There Even At The Races

Simple hats are the vogue in Paris at the moment, according to the correspondent in that city of the Retail Millinery Association of America. Describing the situation there in a bulletin of the association, she says, in part:

"As the racegoers are still favored with brilliant sunshine, the races continue to be a great success. Every one seems to find these sporting performances most attractive, for they are quite crowded. The majority of the hats are simple; in fact, the present afternoon frocks, whether they be of silk, muslin, or wool, look so plain that a too dressy effect hat wouldn't suit. I admit that ospreys and paradise are much worn, but the mounting is light and simple enough so that they don't strike one as being nouveau riche. The look so on some hats, though, but the people who wear them do not look like leaders of fashion, and shall ever be considered as such.

"Embroidery persists, and is ever so popular that I wonder whether it will last much longer. There were many navyblue manila straw mushrooms entirely embroidered with a thin, rounded white braid. A lot of coq fancies are being worn, much in white, and trimming a black picot toque it gives a very attractive effect.

"Much tulle is used. As to flowers, there is a little suggestion of them. I have also noticed mixed up with flowers or making a plain trimming weeds of different colors on some organdie hats. A pretty combination was a white organdie sort of big sailor shape embroidered Wilson blue at the edge and falling a little over the brim; it looked slightly gathered at the base of the crown, which was in Wilson blue crepe de chine. Around the crown was a combination of white and blue weeds. Other white organdies are embroidered with a fil d'argent (silver thread) and have the crown slightly draped with a wide band of the same metal."

At the Dressing Table

By Mimosa

How Milicent Cheated Father Time

I hadn't seen Milicent for over three years, when I called on her a few days ago. I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles, and was using instead a lotion made by mixing an ounce of cleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Milicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pheminol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tekko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of boranium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Milicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure colliandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.

You have heard of

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seen it often, no doubt;

But do you know how different it is from any cream you ever used? Do you realize that it does for your skin something that no cold cream can do?

Rub a little Pond's Vanishing Cream on the back of your hand. At once it disappears. Notice how quickly your skin takes on a soft, milky tone. Even one application gives your skin a softness, smoothness and delicacy of coloring that is noticeably lovely.

Every woman who knows how to make her skin look its loveliest has found that, necessary as a cold cream is, it is not enough.

She knows that the skin also needs the protection a greaseless cream gives—a cream that can be applied while dressing, before going out.

Whenever your skin feels dry or drawn, or your face shows fatigue, you will find an application of Pond's Vanishing Cream remarkably refreshing. Entirely free from oil and absolutely greaseless, it lies cool and smooth on the skin for an instant, then vanishes.

People with oily skin should never use an oil cream

The famous skin specialist, Dr. William Allen Pusey, says that people with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is inclined to be coarse-pored and too oily, you will find Pond's Vanishing Cream ideally suited to your skin.

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EMBROIDERED ARTICLES

AUTOMOBILES

Proper Choice Of Body Saves Loading Time For Trucks

Trailers Used With Short Wheel-Base Truck Are Also Helpful Factor

By Merle Shepard

The choice of the truck body may be the deciding factor in whether or not a truck investment is a success or failure. A close analysis shows that practically in every case where a given truck transportation problem has to be met the real key to the situation is the time required in loading and unloading. The only time in which this factor is not one of the largest determining elements in deciding whether or not the truck is a paying proposition is when the truck is hired out by the hour. Here the more the trucks stand idle the greater the profit that the owner of the truck is making on his rental proposition. However, this is exceptional, and even in this instance the man who is really getting the service out of the truck is losing money by having the truck stand idle.

It is quite easy to see why this should be so, because if a haul were ten miles long and the time required to run the distance was thirty minutes the truck would be averaging twenty miles per hour. As you begin to add loading and unloading time to this thirty minutes your average speed begins to come down, so that if it required fifteen minutes to load and fifteen minutes to unload, the total time required would be one hour and the average speed would have been cut in half. Consequently the number of possible trips per day would be correspondingly reduced.

Important Factors

Every way the proposition is calculated, the loading and unloading time becomes the biggest factor in determining the truck success. Therefore, in the choice of a body it is extremely necessary to bear in mind. It is, of course, self-evident that the body must be capable of carrying the load in a suitable, convenient manner; but just as important as this, although it is frequently forgotten in purchasing a truck, is that the load can be conveniently put in and taken out of the truck.

Much has been said about the difficulty of making money on short hauls, but a close study of the matter soon brings to light the fact that the only real reason why short hauls may prove less remunerative than long hauls is that the percentage of time spent in loading and unloading is apt to be much higher. If we consider a ten-mile trip as a typical short-haul example, we would find that the truck would be capable of making three round trips an hour—ten minutes out and ten minutes back each. This would be the ideal figure. On a ten-hour day it would mean a total of thirty trips.

If the loading and unloading time totalled five minutes, the number of trips per day would be reduced to twenty-four. This means a loss of six trips a day with a five-minutes loading and unloading time. If the loading and unloading time is just fifteen minutes longer per trip, or twenty minutes, the number of trips per day would be fifteen, or only half of what could be accomplished with a zero loading and unloading time.

This clearly shows the great importance of reducing loading and unloading times on short-haul trips. As the length of the trip increases the importance of loading and unloading time decreases, because it becomes a smaller portion of the total trip time and consequently cannot reduce the number of trips so rapidly, although it is an important factor in medium even on the longest hauls.

Reduced loading and unloading time is secured by utilising the best mechanical means for loading and unloading the bodies, and sometimes where the haul is extremely short and a great number of trips per day necessary, such as maintaining a definite schedule between two stations, separated by only a short distance, detachable trailers or semi-trailers form a highly convenient method.

Use Of Trailers

With the trailer the time is reduced to simply a hitching or unhitching period, which can be made extremely short. Hence, where it is necessary to maintain a quick-time schedule between two nearby points, the matter of a trailer should be discussed very carefully in making a decision on body type. It is possible to also use the semi-trailer to advantage.

A good example of this is given by a certain department store in a Middle West city. This store is in the most congested part of the city and the delivery door on a narrow street, making sidewalk package handling an impossibility. It was decided to remove the delivery station a short distance from the store, so as to give the space customarily used for this work over to store merchandise and at the same time greatly reduce the number of delivery wagons that had to be in the congested street.

The delivery station was erected about half a mile from the store, in a location where the trucks could be conveniently handled, and a regular shuttle system was arranged between the store and the delivery station. Here was a case where the haul was short, where it had to be made regularly at close intervals all day long. Here it is evident, if one will stop to consider, that loading and unloading time had to be cut to the utmost minimum in order not to seriously reduce the number of round trips per day.

A trailer system was inaugurated, so that it was only necessary for the tractor, which is merely a very short wheelbase truck, to continually go back and forth between the store and the delivery station. The time required for unhooking an empty and picking up a loaded trailer required but forty seconds, and the utilisation of this idea has solved what appeared at first to be a very difficult problem.

Government Work Helped To Define The Mitchell Design

"One thing the war taught manufacturers who have been making material for the Government was how to do fine work, and the Mitchell engineers took full advantage of this knowledge in perfecting the new Victory Model Six," says George Stowe, president of the Mitchell Motor Car Company of New York.

"The cylinders, for example, are ground to accurate dimensions and smooth finish instead of being reamed, as is usually the case. The methods of heat-treating gears have been so improved that stronger, more uniform gears result.

"Throughout the whole Mitchell factory the spirit of better workmanship left by the war is helping Mitchell workmen to build the new car better than any car has ever been built before. More than a quarter million dollars worth of new machinery and testing equipment make the results of this better workmanship certain.

"It was also realised in developing the new Mitchell Sixes that the prospective buyer of this class car expects, and has a right to expect, the same refinement and finish in the details of the car he buys as the man who has more money to spend. And no car better exemplifies how this condition can be met than this new model."

Indianapolis Race Was Won By Wilcox On Good Year Tires

Ends 500-Mile Speedway Classic With Two Of Original Shoes Still On Car

That the American public has lost none of its enthusiasm for automobile racing, after a lapse of several years on account of the war, was unmistakably demonstrated at the big two-and-a-half-mile Indianapolis speedway on May 31, when more than 100,000 persons packed the mammoth grandstands and swarmed over the vast oval to witness the first big 500-mile sweepstakes race since 1915, a race which brought death to three of its participants.

The purse of $50,000 was sufficiently large to attract the largest aggregation of the world's prominent racing drivers ever gotten together, among whom were several noted French drivers.

After a terrific grind of 5 hours 44 minutes and 21.75 seconds, Howard Wilcox, an Indianapolis boy, driving a Peugeot car belonging to the Indianapolis Speedway management, crossed the line a winner, amid the mighty cheers of the vast throng, with whom the local driver had been a favorite ever since assuming the lead at the 250th mile. His rate of speed for the race was 87.12 miles an hour.

It was also a notable victory—in fact the greatest ever achieved upon a racetrack—for Goodyear tires as well, for Wilcox drove on these tires and at the finish of the race still had two tires that had covered the entire 500-mile distance.

Close behind the flying Wilcox finished Eddie Hearne, the Western millionaire driver, in a Durant Special. He also had two tires at the finish that had covered the entire course.

In succession came Jules Goux, Alfert Guyot, Tom Alley, Ralph De Palma, Louis Chefrolet, Ira Vail, Gaston Chevrolet and Rene Thomas.

The Indianapolis course is the most exacting track in the country on tires, as it is of brick construction which does not permit the flexibility of movement accorded by the various board tracks. Yet the tire performance was the most creditable that has ever been seen in a 500-mile race. Twenty-seven of the thirty-three contending speed demons drove on Goodyear tires and nine of the ten cars that finished within the money were them. Ira Vail, who finished eighth in a Hudson, completed the entire 500-mile course without a tire change.

Motor Developments At Hendon

London Expert Writes Of Contrasts In Cars Seen On Flying Field

The flying side of the London Aerodrome at Hendon, which recently resumed operations for the first time since August, 1914, so far as the public are concerned, will doubtless be dealt with in due course from time to time, writes Gerald Biss, of London, but this week I spent a very interesting time up there with Mr. Claude Grahame-White, noting the motoring developments and the rapid progress of the "Country Club," which is due to be opened for the pleasure alike of motorists and flying folk upon the first of June. It is a great scheme for the foregathering of people of the same temperament under the pleasantest possible conditions.

The style of everything is pleasantly discreet, and promises to be of the best throughout, from scullery to dining-room, with some eighty bedrooms, dressing-rooms for changing, a large theater and lecture hall, with a floor for regular dancing, smoking-rooms, lounges, terraces, tennis-courts, and everything the most exacting clubman could desire.

It is on the lines of the American Country Club, which has for so many years been such a pleasant feature of life the other side of the Atlantic; and it will, if I be not mistaken, become headquarters for flying clubs all over the country. To make it easily accessible, not only will charabancs be run from Golder's Green Station, but light-blue taxis will ply the West End for no other hire than transport to the new club.

Huge Developments For Motorists

I have known Hendon from the days when it was nothing but a meadow, and have watched the hangars grow and buildings spring up; but I was frankly bewildered by the huge developments during the war. A part of this Mr. Grahame-White, with his tremendous energy, proposes to devote to motor matters—possibly even to manufacture of a car complete. As it is, he has a body-building business already in full swing, and a big repair—and I might say a remaking—shop together with a very large second-hand department, which is a matter of no small importance at the moment, especially when it contains a string of Rolls-Royces down to the very latest.

There is also an auction department, where every Tuesday cars of all sorts are sold under the hammer; and I was told they are fetching extraordinary prices, often out of all proportion to their value, such is the vogue of the moment—and this despite the fact that the "knock-out" is beginning to assert itself in this new line.

Strange Thing In Automobiles

I saw many strange things in the motor line, including a Ford chassis lengthened to take a more reasonable body; but of all the strangest that I have ever seen was a curious little machine of polished duck-board, just off the ground upon four small wheels, with a couple of bucket-seats and a tiny one horse-power engine—a sort of scooter made for two, at the least possible cost.

It looked of the toy variety, but is very strong, and has a considerable public in the States; and, being designed upon the most economical lines, we may hear a good deal more of it over here in the future. Anyhow, it will make a wonderful toy for youths of all ages, at a cost not greatly exceeding that of a "push" bicycle in these days. Having four wheels, it automatically comes under the newly-agreed definition of a motor-car!

In these days of such similar developments it seems to me that another point in which the Motor Car Act will require amendment is that of the licensing of such small vehicles and the carrying of number-plates in front and behind, as in this case they would give an overburdened appearance to such a low machine without any framework.

And The Converse

I was out last week-end upon the absolute converse, one of the latest Clement-Talbot models made for the Russian Government, and saved only at the last moment from export for the benefit of the Bolsheviki into whose hands so many fine cars have fallen. Its luxurious landaulet body was very different from what it was the original intention to mount upon the chassis and the springing was delightful.

It was the last turned out, or practically the last, of the series, which first covered a hundred miles within the hour—a very fast and powerful car though only computed a "25-50" on paper by its makers, and in price it compares very favorably with certain other makes. I asked the firm's driver what had become of the pre-war demonstration model in this class, and he told me that, after covering 80,000 miles without the least trouble, working day in and day out, it had been sold to a private customer.

And, on top of that, the firm would at one time have bought it back again, if it had not been that this particular chassis for Russia was left on its hands by the revolution—a pretty sound and solid testimonial not only to reliability on the road, but ability to wear.

Inevitability Of Motoring

Running all up the East Coast and back down the fast Norwich—Newmarket road, we had not the slightest hitch bar a little trouble with one or two old tires, due to the heat of the fast travelling on the dry road with such a heavy and luxurious machine.

The renewal of touring not only brings home what one missed during the war but reassures one very practically of the future of motoring, and the inevitability of its evolution upon the widest lines, from the limousine to the "duckboard" proposition.

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3-Passenger Roadster
4-Passenger Touring Coupe
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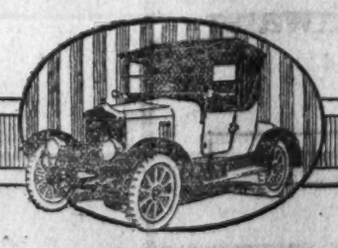

A Little Cotton Thread

Cotton fabric is the framework of a tire. Take the fabric out of a tire and it would collapse — just as a sky-scraper would become a mis-shapen mass if the steel beams and girders were removed.

This little cotton thread, with hundreds of others like it, make up the cotton fabric that is the back-bone of all tires. These cotton strands used in making tires are wonderfully strong only when all of their natural vegetable wax and oil which nature has given them are retained.

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LIBERAL CONDITIONS AND MODERATE RATES

Muffler Should Muffle Sound, Not Power Of Motor

A Part Habitually Neglected Because Motorists Can't Understand How It Can Get 'Out Of Whack'

By H. Clifford Brokaw

If you do not have a muffler on your car the copper will get you as a nuisance and a fine will be assessed next morning. But your muffler is intended to muffle the sound of the motor and no- its power. Yet in many cases there is such a back pressure from the muffler that a large percentage of the power is neutralised. It is no wonder that a lot of drivers of trucks and passenger cars want a cut-out on the exhaust line. Some of them might use it for an accellerator. All because the muffler is clogged with soot and perhaps rust.

Muffler Not Popular

The muffler never has been popular, and it may be that is why it is so neglected—snubbed, so to speak. It was not a part of the early cars, which chugged and roared through the streets until patient folk began passing ordinances about it. Then it was considered necessary to have a cut-out to help start or relieve pressure on the hills. Modern motors do not require this and the cut-out is not a part of regular equipment any longer. Thousands are made and sold, however, to drivers who would rather use their heels than their heads—who would rather endure the noise than keep the muffler clean, taking the chance of an occasional fine. Most of them do not even know that the muffler needs cleaning.

Now, the purpose of the muffler is this: The exhaust valve opens with the burned gas under a pressure of close to thirty pounds per square inch. Every one knows what a commotion is made when it is exhausted directly into the air. The muffler was designed to quiet this, make motoring conversations possible and enable dwellers along the highways to live peaceably. Imagine the roar of the thousands of cars and trucks on Fifth Avenue any day, or on a traveled highway on Sunday!

The muffler provides a chamber where the exhaust gases may expand and cool, while the pressure is broken by forcing the gas to pass through many small holes slowly.

Fill Up With Soot

When these small openings fill up with soot, just exactly after the fashion of the stovepipe, the gas cannot pass off rapidly enough and the cylinders are not fully emptied after each explosion stroke. That makes it impossible to draw in a full charge of new mixture on the next suction stroke, there is not a normal quantity to explode and there is less power in proportion.

It may naturally happen, and I have had such cases reported to me, that opening the throttle fully makes slight increase in power. Opening the cut-out, however, causes the engine to speed up. One time I was riding in a car which could hardly make the slightest grade and second gear was a frequent necessity. A test showed that the cut-out was the proper accellerator to use and we used it about all the way home. Then the muffler was taken off and found almost wholly clogged with soot.

This was a case where the cause and effect were readily apparent, but there is many a driver wondering why the old boat doesn't zip-zip the way she used to who would find a way out of his troubles if he would look inside the muffler. Inspection of the muffler ought to be as regular as packing the wheel hubs; yet I doubt if a single service station ever makes an examination. I have looked over a number of service station inspection schedules and have yet to find one which called for any attention whatever to the muffler.

Kerosene Makes Trouble

Another practice which makes a lot of trouble for the muffler is that of putting kerosene in the cylinders to cut the carbon. It will clean out the carbon, true, but that isn't all; the carbon is exhausted through the muffler and the small openings are soon clogged by the greasy deposit. Some drivers have discovered this and where there is a cut-out it is opened, allowing most of the carbon to escape in this way. It does not wholly obviate the trouble, however, nor, excuse a careless driver from the duty of giving the muffler the once-over occasionally, the same as he does other parts of the car.

Probably one of the chief reasons for neglect is the fact that the muffler is a non-moving member and many persons cannot see why a thing that does no "work" should get out of whack. But it has to withstand a rush of heated gases and the beating of innumerable fine particles of carbon, and its "work" is: "They also serve who only stand and wait."

Since the muffler is terra incognito to most drivers, it might be well to obtain from the manufacturer of the car the proper pamphlet showing the construction of the design used on the car; but the average driver should be able to dissect it and reassemble it after cleaning.

Neither garage man nor service station representative will give the muffler the slightest attention unless directed to, or it makes its defect so apparent it cannot be overlooked and hence must be looked over.

British Expert Discusses Motor Side-Car Engines

At the Birmingham Chamber of Commerce recently, Mr. Eric Caudwell read a paper on the engine of the sidecar machine, a synopsis of which should be interesting. Only engines of over 500 c.c. piston displacement were dealt with, as with the volumetric efficiencies at present attained, a smaller engine was considered quite unsuitable for serious sidecar work.

On the question of cylinder cooling Mr. Caudwell observed, that he only dealt with air-cooled engines as sufficient experience had now been acquired to show that in the range of sizes under discussion, water cooling was a quite unnecessary elaboration. Air cooling would be perfectly satisfactory under right conditions, but very little attention appeared to have been given to it by the designers of motor cycle engines. A careful examination of a cylinder of, say, a 1906 3½ h.p. Minerva engine, and any 1919 cylinder, showed no essential difference whatever in design, except that the valves and passages were slightly larger, but the pitch, number and disposition of the cooling ribs, and the thickness of the walls, remained practically unchanged. Mr. Caudwell remarked that it was really surprising that engines kept as cool as they did when the obstructions to the direct flow of air to them were considered, the cylinder being usually placed behind a tube which was not streamlined, while in front of that was a mudguard, which might be anything up to 8 in. wide, and might have been designed for the express purpose of acting as a scoop to deflect the air away from the cylinder, while the magneto was also frequently placed in front. In the same way there were tubes and mudguards in the rear to obstruct the closing in of slipstream, if one should ever be formed. It was to be seriously questioned if our much talked-of experience with air-cooled engines during the war had taught us a great deal that would be of use when applied commercially. Better cooling was undoubtedly needed, as it would give longer life of valves, less carbonisation, and, in permitting the use of a higher compression ratio, would improve thermial efficiency.

With regard to crankshafts and flywheels, Mr. Caudwell said he could not understand why makers of single-cylinder and V-twin cylinder engines, with few exceptions, have always placed the flywheels inside the case. "The disadvantages of this method of construction are numerous and obvious," he said, "while advantages seem to be non-existent. A car engine with an 85 mm. bore cylinder has a crank pin about 2 in. diameter by 2½ in. long, so that it is extraordinary that there should be many thousands of motor cycle engines running with crank pins ⅞ in. in diameter by 1¼ in. long, and still more extraordinary that, although the oil is only fed in a most erratic manner with a hand pump, they may yet last 5,000 miles without requiring renewal, that is about six months' work for a fairly hard rider. Although some improvement has been effected by the use of roller bearings, these can hardly be regarded as a satisfactory solution of the problem, in view of their small size and the heavy loads and shocks to which they are subjected."

The placing of the flywheels inside the crank case means, too, that the diameter cannot exceed about eight inches, so that they have to be unduly heavy. The average weights is from 25 to 35 lb. the pair, which is about one-third the total weight of the engine. Bearing sizes, too, seem quite inadequate, although these are usually of the ball or roller type. Although it is a wonderful testimonial for the makers that these bearings may have a life of over 10,000 miles.

As to the piston and connecting rod, "the restrictions connected with the use of internal flywheels limit the distance between them to about ⅞ in., so that the connecting rod is not wide enough to resist transverse strains. This results in the rod springing, so that it is usual to find that the gudgeon pin is not parallel with the crank pin after a very little use."

In the author's opinion, most English engines, so far as lubrication is concerned, seemed to be in an embryonic state, while the Americans have a decided advantage, as mechanical oiling is universal on their machines. He (Mr. Caudwell) considered that in the motor cycle sizes of engines there was no need to think about forced lubrication, as the trough system was quite adequate. He stated that of all types of engines the single was the heaviest, largely on account of the heavy flywheels required, especially when placed inside the crank case. One popular engine weighed 68 lb., but the average, he said, was 85 lb. The V-twin was somewhat better, the average weight being about 100 lb. for the 1,000 c.c. engine. He could not give the weight of flat twins, but the four-cylinder, he said, was the lightest of all. The 1,170 c.c. four-cylinder Henderson, complete with clutch, gearbox, kick-starter, magneto, carbureter and silencer, weighed only 128 lb.

Finally, Mr. Caudwell observed. "Our requirements are fulfilled in the largest measure, and about equally, by the flat twin and four-cylinder engine. The flat twin engine has certain advantages in the way of fewer working parts, but, as generally placed, the cooling of the back cylinder is very inefficient and the cylinder is also inaccessible; in fact, it cannot be removed without taking the engine out of the frame. Doubts are often expressed as to the advisability of placing a four-cylinder engine in the hands of an unmechanical public, but the success of the owner-driven light car should be sufficient to dispel any fears on this score. When the motor cycle becomes as good as the car it will be similarly left alone, except by the negligible few."

In the discussion that followed, Mr. J. E. Greenwood of the Sunbeam Co., while agreeing with most of the author's paper concerning four-cylinder engines from an idealist's point of view, said that a commercial proposition it was a very different matter. The single of 500 to 600 c.c., he maintained, was simple, economical, and reliable,

Traffic On Greatest Of World's Avenues

Nearly 16,000 Autos Cross 42nd Street On Fifth Avenue Every Ten Hours

Placed end to end the motor vehicles that traverse Fifth Avenue at 42nd Street, New York City, from 9 a.m. until 7 p.m. would reach from New York to Chicago—a distance of more than 900 miles. Statisticians of the B. F. Goodrich Rubber Company have kept an average check over a period of days which discloses some interesting facts on the endless flow of traffic over the world's greatest thoroughfare. An average of twenty-seven cars per minute, or a total of 15,977 cars for ten hours, is the average daily traffic record at this point. The rate per minute and the number of cars over the hour periods are, according to the Goodrich records, as follows:

Hours.	Total per hour.	Average per minute.
9-10	1,713	29
10-11	1,636	27
11-12	1,806	30
12-1	1,623	27
1-2	1,388	23
2-3	1,563	26
3-4	1,488	24
4-5	1,563	26
5-6	1,500	25
6-7	1,696	28

This makes a total of 15,977 cars for the ten hours, with an average of 27 cars per minute during that time.

One outstanding feature resulting from the above compilation is the fact that the traffic shows a slight increase in comparison to the figures compiled by the Police Department several years ago. This can be directly accounted for. The new ramp connecting Fourth and Park Avenues over 42nd Street is relieving to a great extent, the congested condition on Fifth Avenue.

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Trying To Market A Second-Hand Flivver

Depressing Experience Of An Earnest Man Who Wouldn't Last A Minute Along Automobile Row

By James J. Montague

Salesmen are born. We are born, too, but we are not a salesman. Any doubt which might have remained in our mind about that has been removed effectually and forever.

We wanted to buy a new car. And when one wants to buy a new car the very first thing to do is to sell one's old one. Anybody who knows about cars will tell you that.

"You'll have no trouble at all," said the man next door when we disclosed our purpose to him. "Used cars are selling like oil stock. Everybody wants 'em. Why, a dozen men I know have got more for their old cars than they paid for 'em. Boost in the prices makes the difference. Go to it, and you'll do great. But don't trade the boat in. You won't stand any chance with those up-stage dealers."

Thus encouraged, we put our car on the market, which means that we told several likely people that we wanted to sell it. One of them was an elderly lady who lives in the next block. We knew she wanted a car because we overheard her say so on the trolley one day.

"My! isn't it messy!" she said when we drove it around to her house the next morning. "I couldn't think of taking such a car. I'm very particular."

Now we are particular too, and our wife is still more particular. We hotly resented the old lady's imputation, but we remembered reading somewhere that salesmen must expect to be rebuffed, so we persisted.

"One course, madam, it is not brand new," we said, "but it can be painted very cheaply, and the engine is a splendid six cylinder."

"Don't tell me anything about the engine," she broke in. "I wouldn't touch the greasy thing. No, I don't want it. Please take it away."

That appeared to be final. So we took it away.

For a week we praised the car to possible purchasers. But there were no takers. Not one of them would even come to see it.

We Strike Luck

But one day we had a stroke of luck. A gaunt man with spectacles and a benevolent face overheard us making an effort in salesmanship on the nine-fifteen train.

"Got a car to sell," he asked, smiling brightly. "Give me your address and I'll be around and look at her tonight, when I get back from the city."

Gladly we gave him the address, and began talking up the selling points of the car, for such, we remembered, is the language of the salesman.

But he stopped us. "Lemme look at her," he said. "I'll know."

That night he came around. But his face had lost its benevolence. He seemed severe, not to say stern.

He walked around the machine three times, and scowled twice on each lap.

"Where you been running her," he inquired, transferring the scowl to us. "Labrador?"

"Why, no," we said. "Just around here."

"Whose been driving her—your wife or one of the kids?"

"We have."

"Does she still run."

"Run, of course she runs." We were fighting down a violent attack of irritation, but remembering assiduously the maxims of salesmanship.

He opened the hood and peered into the power plant.

"Gosh all hemlock!" he said, cryptically.

Then he took another tour outside, prodding the tires violently with the blade of a jack-knife.

"Aren't you afraid you'll puncture them?" we asked anxiously.

"Wouldn't be if they were any good," he replied. "But they ain't. Rotten to the core!"

For a while he stood in thought, shaking his head slowly and from time to time observing, "Gosh all hemlock!"

"Well," he said at last, "let's run her—that is if she will run."

We got in the car and he seated himself beside us.

The motor was cold and it took the self-starter some time to function. Meanwhile our customer sat in grim disapproving silence.

Presently we got under way. "You must have stripped most of the gears in the transmission," he said as we threw the engine into second speed. "She grinds something terrible."

We went into high. "Yep," he said, "that's what's the matter. I can always tell by the sound."

Our Troubles Begin

For the next few minutes, to our delight, the motor ran beautifully. Then it missed on one cylinder—then on two.

"You couldn't expect anything else," said the old gentleman. "The bores of the cylinders are worn out. As soon as the oil gets warm they lose all compression. By the way, what do you want for her?"

"Why, we thought six hundred dollars would be about—"

"You did?"

"Why, yes. Used cars are commanding high prices aren't they."

"Used cars, yes, but not junk piles, like this boat."

"Now see here," we protested, "this car is running splendidly right now. You'll have to admit that."

"Oh, all of 'em will run if you dope 'em with ether."

"We haven't doped this car with ether."

"Humph!"

"Do you think we'd lie about it?"

"Why not? They all do."

We couldn't just think of the approved salesmanic retort to this, so we ran along in silence for a while.

Presently the customer said:

"Let me run her."

"Did you ever run this kind of a car?"

"Sure! And every other kind. I'll get anything out of her that's in her."

He did, I verily believe, including parts of the motor. He tried to climb hills on high that a ten thousand dollar car couldn't have taken on first. He jammed on the brakes at thirty miles an hour and slid along the asphalt until the tires smoked and we left a wake like a couple of motor boats. He shifted gears so fast that we—novice as we are—could hear the teeth tinkle as they sheared off. Then, when all that had been in her was out of her, we limped back to the garage.

We got briskly out. "I'll tell you what I'll do," he said, "and it's mighty generous of me. The gears are stripped, the brake linings are loose, at least three of the springs are cracked, the cylinders are practically gone, the carburetor leaks, the radiator isn't good for another hundred miles, and the shoes are tissue paper. But I'll give you fifty dollars for her, and not charge you a cent for taking her away."

We took the fifty dollars. Later we discovered that the old gentleman, who bought and sold cars for a living, had disposed of ours for $700. As we said in the beginning, we are not a salesman.

USE THE RIM

In cases where tire failure makes it necessary to come home "on the rim," the owner should do just that. Many drivers think that it is better to remove the rim and come in on the felloe. This is a mistake. A damaged rim is cheaper to replace than an injured felloe. As a general thing the rim can be repaired, but the felloe usually has to be replaced after one of these trips.

TO LUBRICATE SPRINGS

Lubricating the springs of a motor car with a spring spreader is a laborious process and requires much time. It is much easier to place a jack under the frame of the car. This relieves the springs of the weight of the car, and the graphite and grease then can be worked in between the leaves of the springs with a hacksaw blade. If possible, it is better to use two jacks, one under each side of the car. This raises the car evenly, and the body and frame are not distorted as when only one jack is used.

KAPSDRY FOR MOTOR HOODS (TRADE MARK) AND RHINOHYD COMMERCIAL HOODS AND AGRICULTURAL SHEETS

THE Exact Materials used by BRITISH WAR OFFICE for their WATERPROOF COVERS ALSO ALL MOTOR BODY FITTINGS

Write for List to:—
G. JOHNSTON, 8, Broad Street, Bloomsbury, LONDON, ENGLAND.

Four Year's War Experience

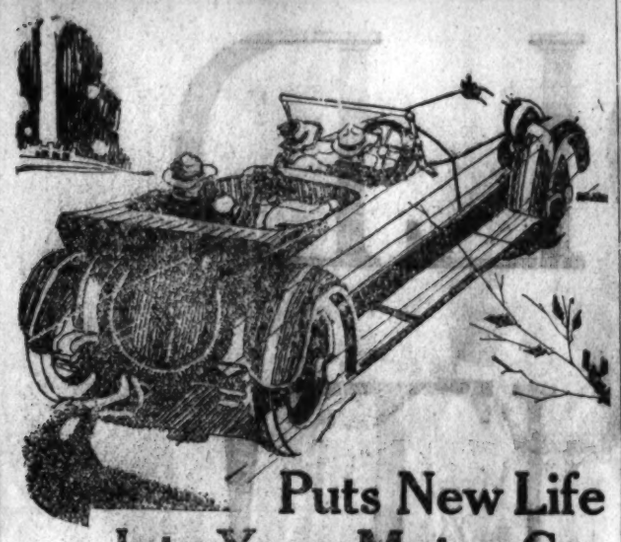
TRIUMPH MOTOR CYCLES

Write for Lists to:
Triumph Motor Cycle Co.,
Coventry, England.

Historic Fact.

The first British Motor Cycle used in the war by the French and Italian armies was the TRIUMPH. But the British Armies soon insisted that the entire output of the famous TRIUMPH Motor Cycles should be reserved to them and their allies.

This is the finest tribute that can be paid to the production of any manufacturer.



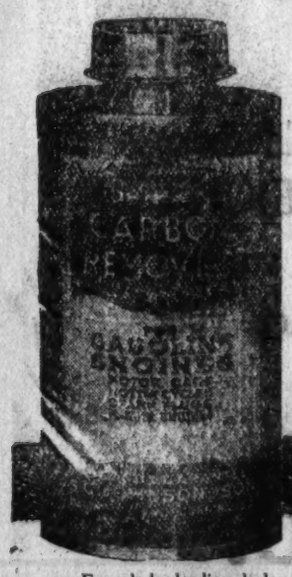
Puts New Life Into Your Motor Car

THERE is nothing so annoying as engine trouble, and 80% of it is caused by Carbon. That knocking and loss of power, extravagant use of fuel and slow response to the throttle are due to just one thing—carbon in your cylinders. Clean them out with

JOHNSON'S CARBON REMOVER

and your car will run as it did the first month—quietly and full of life.

Five minutes' time is all it requires. Simply pour an ounce of Carbon Remover into each cylinder through the spark plug opening. Allow it to stand 30 to 45 minutes. Then start your engine and watch the cloud of carbon come out through the exhaust. You can minimize carbon accumulation by adding 4 ounces of Carbon Remover to each 10 gallons of petrol you use.



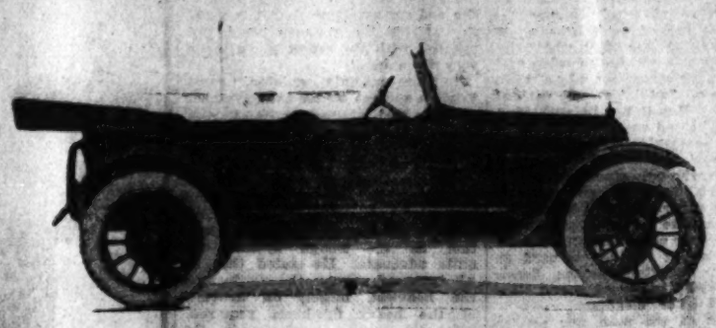
Safe and Guaranteed

Johnson's Carbon Remover is excellent for any type of engine. It cannot injure the metal in any way, does not affect the lubrication or injure the oil in the crank case. Thousands of letters in our files bear testimony of the wonderful results obtained from Johnson's Carbon Remover.

Buy a trial tin from your dealer. Ask him also about Johnson's Prepared Wax, a beauty polish for your motor, and Johnson's Radiator Cement for leaky radiators. If you have any difficulty in obtaining Johnson's Products write to us.

S. C. JOHNSON & SON
Racine, Wisconsin, U. S. A.

For sale by leading dealers or wholesale from the Agents:
DODGE & SEYMOUR (China), Ltd.
89-91 RUE MONTAUBAN



WILLYS—KNIGHT

Over the mountainous route of the Cripple Creek—Colorado Springs stage line, seven Willys-Knight cars run on railroad schedule "every day of the year." The grades vary from seven to nineteen per cent., subjecting the motor to terrific strain. These Willys-Knight cars were put into service after twelve other kinds of cars had failed.

The first car has covered 97,000 miles at a cost of $149.80. The seventh has gone 30,000 miles without one cent of repairs to the motor. This indicates why the thousands of Willys-Knight owners refer enthusiastically to the sleeve valve motor as "the motor that always runs."

We have these cars in stock

THE CENTRAL GARAGE CO.

2a Jinkee Road Phone: Central 3809

Motor Comfort Relies On Condition Of Battery

Must Be Carefully Watched For Satisfactory Ignition, Starting And Lighting—How To Prevent Trouble

The average driver never gives his battery a thought until it balks. He looks after gasoline, water, oil, gears, brakes and steering because the need of such attention is impressed upon him every trip. But if ever a thought of the battery crosses his mind he seems to believe that the charging plant will take care of the battery, and if it doesn't he will find it out sooner or later. And all the time the ammeter needle is making frantic signals to attract his attention.

For the benefit of the inexperienced motorist a few things may be mentioned to get the best results from this essential part of the electric system.

Watch the ammeter, to see if the battery is charging or discharging properly.

Test with hydrometer or voltmeter at least once a week.

Add enough distilled water once a week to keep electrolyte over the plates.

Never let the switch stay on while the engine is not running.

Prevent short circuits by watching for weak places in the insulation and taping them as soon as discovered. And never lay a tool or other piece of metal across terminals of the battery.

Keep the terminals tight and free from corrosion (sulphate.)

If a greenish substance forms around a terminal, clean and dry the parts thoroughly, replace securely and cover with cup grease to prevent the acid climbing up the post and repeating the trouble.

If acid is needed, never add it yourself, but consult the battery man at the service station. If added by an unskilled person it may do more harm than good.

Prevent freezing by seeing that the battery is always up to full charge. When discharged, a battery will freeze around 20 degrees Fahrenheit. When fully charged it cannot freeze.

Do not use the starter or lights too much unless you run the car a great deal during the daytime so as to replace the current used.

If the battery is losing strength, in spite of your care, have the charging plant looked over at the service station, as there must be something out of order.

And, watch the ammeter, for the greatest of these is the ammeter. It is the pulse of the whole system, an indicator which tells at a glance when things are going right or wrong.

Many people do not know how to use the voltmeter or hydrometer. The test with the latter is to draw up some of the electrolyte into the syringe and to note the reading; 1.150 to 1,175 indicates discharge, while 1,275 to 1,300 shows a changed condition. To use the voltmeter turn on the lights while making the test. Seven volts for a three-cell battery shows full charge.

Most cars use the battery for three duties, ignition, starting, and lighting. If the battery fails, all go out of commission at once.

Motor Queries And Replies

Dirty Commutator

Query.—I am having trouble with my 1917 Maxwell, which does not show charge on the dial when I start the engine by cranking. When I start it with the starter it will always show charge, but in order to keep it charging I cannot throttle down very much or else it will stop. I took the car to a service station and they claimed the generator was dirty and they were supposed to have taken it down and cleaned it. It worked fine for about three weeks and charged at 10 amp., after that it came down to charging only at 6 amp., and seems to drag in starting. I had my battery charged about five weeks ago by the makers, who said that the battery was all right, but was in a discharged condition. Will you kindly advise me what I should do?

G. W. W.

You should have your commutator looked over and the generator brushes. Also see that the regulator is adjusted properly. Your trouble is quite evidently in one of the two places. It may be that you have what is known as high mica, in which the mica protrudes between the slots of the commutator.

Wants Ford Light Regulator

Query.—I have a 1917 Ford. When running slowly the lights are no good. Do you know of any regulator which would take care of this?

D. A. C.

There are a number of these regulators on the market and you can get them from any large accessory store.

The only practical way to install electric lighting is to put in a battery generator set, as with the magneto arrangement you only get good lights when you are traveling at a high rate of speed. The most practical thing for you to do would be to keep your gas lamps.

Use Old Battery

Query.—I am a little at sea regarding a car I have just bought. The storage battery is no good and I have to get a new one, but cannot I use the car without damaging the generator by disconnecting it in some way? I understand it is bad to run any car while there is no battery to take the discharge. Also at about what notch on the quadrant is it best to set the spark throttle in starting? Could I use a 6 volt, 60 amp. Vesta storage battery on this car temporarily to furnish the necessary spark to start?

E. M. W.

1.—You can use the old battery for your generator to discharge into. It will not hurt the generator to do this.

2.—Retard the spark about half way and open the throttle about one-quarter way. You can try the 6-volt battery for ignition and I believe it will work.

Use Heavy Oil

Query.—I would be greatly obliged if you would tell me what kind of oil is best for the transmission and differential.

J. G.

1.—Use the transmission oil sold for the purpose. This is a heavy oil. Do not use grease in the transmission, particularly in the Winter time, as the gears will simply cut a path for themselves through it, and after that there will be no lubrication.

Alcohol As Carbon Remover

Query.—There was recently an article on the automobile page stating that carbon should be removed by denatured alcohol. How is this employed?

F. R.

About a tablespoonful of the denatured alcohol is introduced into the pet cocks while the motor is still warm, but not too hot. This is allowed to stand for about an hour or two, if not overnight. It softens the binder which holds the carbon together, and then when the engine is afterward raced it tends to blow this softened carbon out of the cylinder. High grade wood alcohol will answer the purpose, although it is more apt to contain formic acid than denatured alcohol.

Has A Short Circuit

Query.—I have a model 25 Maxwell, and the connection in the dash panel to the No. 2 charging wire from the generator gets red hot at times and makes a flash when I push in the starter to start the engine. The ammeter will either charge to the limit of the scale or will not charge. It does this several times a day and has for the past two months. What can I do to repair it?

W. J. G.

You have probably a short circuit in your generator wiring, and you should go over this wiring and the connections, when you probably will find it.

Engine Vibrates

Query.—Kindly let me know what causes my engine to vibrate when first starting until it reaches about ten or twelve miles per hour; then it runs smoothly.

W. G.

1.—The probabilities are that the bolts holding the engine to the frame are loose and should be tightened up. Go over all of the bolts holding the transmission and engine and tighten them and you will probably get rid of this vibration.

Millions Are Wasted On 'Bargain' Tires

The unknown dealer in unknown tires and automobile accessories, who is here today and gone to seek greener pastures tomorrow, or who offers his "bargains" by mail from a far-away city, is in his glory at this season, says a bulletin from the Associated Advertising Clubs of the World. He is working night and day, upon the principle of "gittin' plenty while he's gittin'."

There is more fraud, and therefore more loss, in connection with "bargain" automobile tires than in relation to other needs of the motor car owner, says the bulletin, because a layman cannot tell from the appearance of an automobile tire whether it is good.

An automobile tire which consists of a piece of fabric with barely enough rubber to cover it is high at any price, the bulletin suggests. The price of a tire should be figured on what you get for your money rather than how much you pay for a tire, the association suggests.

The only safe procedure, it is suggested by the association, is to buy a tire of known quality. The manufacturer of a tire which has stood the test of time, cannot afford to put his name on a tire which will not give service. The satisfied customer is the mainstay of his goodwill and goodwill is his greatest asset.

The automobile owner who gets the most for his money, and who suffers the least future inconvenience, is he who buys tires of standard make from an established dealer. Such a dealer can be found if anything goes wrong. He is on the job to make good.

Some of the so-called "guarantees" issued by people who deal in poorly made tires (and incidentally make a very long profit on the tires regardless of price) will be found almost meaningless if the purchaser will read them carefully, while in other cases, a very proper procedure would be to ask who makes the guarantee, and what such a guarantee from that person is worth.

Millions of dollars are wasted each season on automobile accessories of the false "bargain" type, asserts the Bulletin from the advertising association, and the loss is especially heavy on tires.

"SPHINX" NAG.

Inspired by Mr. Rudyard Kipling's Jungle Books with acknowledgments to that famous author.

"Ye know I move swiftly," hissed Nag the Cobra "and never creature of the Jungle was more quiet than I. But listen; the man pack on their flying wagons move yet more swiftly, and my swiftness compared with theirs is like the blunderings of old Hathi the Elephant. It is the thing of steel and fire that giveth the man pack speed and endurance. 'Sphinx' they do call it, for the name signifieth that which endures for all time.

THE SPHINX MANUFACTURING CO.,
Birmingham.—England.

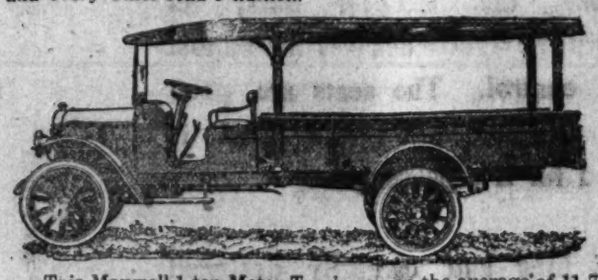
SPHINX

An illustrated catalogue of Sphinx Sparking Plugs suitable for all types of motor engines can be obtained on application to the offices of this journal.

MAXWELL CARS

HOW much you can save by substituting a Motor truck for horses and wagons or bullock carts depends largely upon the speed and fuel economy of the truck you buy.

The Maxwell 1 ton Motor Truck loaded with 2200 pounds averaged 16.54 miles per hour for 17 1/3 consecutive days over 31 mountain ranges, through desert sand, sticky clay and mud and every other road condition.



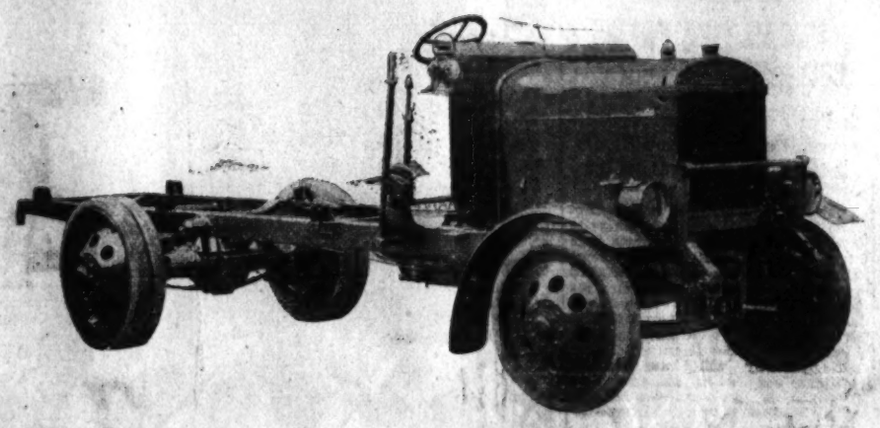
This Maxwell 1 ton Motor Truck ran on the average of 11.7 miles per American gallon of petrol for these 17 1/3 consecutive days and under these road conditions on this supreme service testing trip, across the American Continent from San Francisco to New York.

Can you not see what a 1 ton Maxwell Motor Truck can save for you, by letting it do your hauling under ordinary conditions? Magneto, Worm Drive, 10 foot loading space. Electric lights and generator. Right or left hand drive optional.

MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.
John D. Williams and Company
Export Distributors
2 Rector Street, New York
Cable Address: "Liandum—New York"

Maxwell
More miles per gallon
More miles on tires

E. W. FRAZAR & CO., 5 Rue de Paris, Tientsin.
THE SHANGHAI GARAGE CO., LTD., Bubbling Well Road, Shanghai
SILVA-NETTO & CO., Hongkong.



The Shanghai Horse Bazaar & Motor Co., Ltd.

(ESTABLISHED 1851)

Sole Agents for

JOHN I. THORNYCROFT & CO., LTD.

beg to invite those interested in

MOTOR TRUCKS

to inspect the 3½-ton Thornycroft Lorry Chassis, of which a stock has just arrived.

THE THORNYCROFT CHASSIS

has been extensively used during the war by H.B.M.'s Government, and has behind it a world-wide reputation for efficiency.

LIBERTY ENGINED TANK WAS POWERFUL MACHINE

Carried Eleven Men And Waddled Over Or Through All Sorts Of Obstructions

One of the most interesting features of the Mark VIII tank is the fact that it is propelled by a valve-in-head type of motor, the famous Liberty engine which already has acquired fame in aerial warfare. This is a significant fact for all enthusiasts on Buick valve-in-head motor cars.

No wonder the Central Powers hastened to sign the armistice when they did. They must have caught the rumor of this new thirty-five-launched by the allies in the world conflict. Mark VIII tank was built by American and British factories, and the assembling was to have been done in France, when the armistice barred the way and the invasion of Teuton territory was thus denied the most powerful tank ever conceived by human brain.

This tank, which was experimentally tested and tried out at Bridgeport, Conn., proved its ability to do stegosaurius stunts, crush eighteen-inch trees, waddle over stone walls, through forests, over rocks, trenches, etc. Its powerful bulk is thirty-four feet two and one-half inches over all in length and twelve feet wide. It looks more like a warring battleship than a land vehicle. Within its mysterious innards can be carried eleven men, six machine guns and two six-pounders, and it can maintain a speed of 5.2 miles an hour, thus waddling along faster than most men walk. This huge prehistoric iron monster can make a turn within a forty-foot circle when the need arises.

The Liberty engine, renowned for its success in aerial warfare, would have added new laurels by its success in tank warfare if the Mark VIII tank had had the ghost of a show to make a record in the world war. Both the army and navy critics of America and Great Britain acknowledged the superior qualities of this all-powerful tank.

In the main turret over the fighting compartment are five machine guns, and over the main turret is the all-seeing conning tower which constitutes the eagle eye of the monster. There are three gasoline tanks of eighty gallon capacity each, all mounted side by side in the rear of the tank. The hull, a highly organized piece of tank engineering, is encased with armor plate ranging in thickness from one-fourth to one-half inch, and is impudently impervious to all the fire of riflemen. Nothing but a right heavy piece of artillery could phase Mark VIII tank and throw it out of commission. It plugs right along over forests and stone fences and is a challenge to all enemy forces for a modern combat.

KEEP DRAIN OFF AXLE

In cases where the drain cock of the radiator is so placed that the water in making its escape strikes the axle and spatters over things in general, it is an excellent idea to place the edge of a funnel against the valve in such a way that it will direct the flow of water away from the parts of the can into a pail.

Chicago Bank Goes To Its Customers

Steel Clad Motor Truck Carries Cash And Securities About City

Forbiddingly, a black, barred, steel-clad motor omnibus rolls through the crowded streets in the "loop" of Chicago every work day. When it stops, crowds charge upon it. Some stroke the cold, glossy sides of the vehicle and wonder "How much does it hold?" Others gape in awe. Still others try hard to peer within.

The car is the armored "money motor" off the Federal Reserve Bank of Chicago. It is said to be the first of its kind. Only a few oppose its use. These are the bandits, particularly the payroll robbers who recently have operated with impunity and profit.

The construction of the conveyance is declared to be theft proof. The body is a steel fort. It is composed of plates riveted like those of a battleship and thick enough to turn revolver bullets or those of heavier caliber. The weight of the body is five tons.

From the driver's compartment in front, which also is walled with steel, to the steps in the rear the body is 20 feet 2 inches long. Its width is 7 feet, 3 inches, and its height 9 feet, 4 inches. The chauffeur is separated from the interior of the car by a double steel wall. Between these sheets of steel are layers of compressed felt. Above the driver's head is an opening, a grated window through which he obtains a clear view of the interior.

By means of this arrangement the chauffeur is protected from attack in the rear. These protective measures are strengthened by means of a speaking tube. Were robbers to overcome the guard in the machine the driver would be enabled to speed his car to safety or rescue. He would be in a position, too, by means of the aperture to resist attack.

All the walls and the roof of the machine are lined with felt. The floor is of heavy oak.

AMERICAN TIRE PRICES DROP ABOUT 15 PERCENT

Twelve Manufacturers Announce Reductions And Others Indicate The Will Fall In Line

New York, May 17.—Proving once more that there is every advantage to be gained by following a quick turn of the market the leading tire manufacturers this week rapidly succeeded one another in announcing price reductions. Twelve have issued new schedules, of declared their intention of doing so shortly. A majority have lowered their prices 15 percent, about half apparently will have made a horizontal cut, when the downward movement is finished, the balance having readjusted their lines to better merchandising advantage.

Indications last week were that a change was under consideration, but at that time a number of the tire people were inclined to believe that the proper time had not yet arrive. All agreed, however, that were revisions made by any, they would soon be made by all who were in a position to follow suit. Consequently, when on Sunday the Firestone, Goodyear and United States advertised lower prices effective May 12, the thing was practically all settled. Goodyear published the full schedule of prices, representing a reduction of approximately 15 percent.

Other lines on which reductions have been announced include: Ajax, Fisk, General, Globe, Goodrich, Kelly-Springfield, Keystone. In the case of Fisk, General, Goodrich and United States, the amount of reduction varies on different portions of the respective lines, ranging from 10 to 15 percent. Keystone prices have gone down 12 percent. The Globe Rubber Tire Manufacturing Co. has repriced its entire product, which is now more nearly in line than ever before. The Carlisle Cord Tire Co., is the sole exception of the concerns reporting, as it is making no changes at this time.

Quite differently situated with respect to manufacturing conditions from the automobile manufacturing side of the industry the tire manufacturers are just now in a particularly favorable relation to their market. Cutailment of production during the war was practically counterbalanced by curtailment of automobile production and the reduction of automobile operation. Conversely sufficient capacity was left open to permit the larger manufacturers, at least, to take care of their active demand. There was no shortage of tires, therefore, no deficit to be overcome when full production was resumed. At the same time the natural development of the industry has resulted in continually improving manufacturing facilities, with the result that the tire people have got on their feet rapidly.

With the prospect for a big trade during the remainder of the Spring and the Summer there was enough business in sight for all. On the other hand, some of the leaders of the business, shrewd merchants that they are, figured that a little more business wouldn't do them any harm, especially in view of the fact that the production of automobiles has not yet reached normal, so that there is no overpressure of equipment demand. Having reached that point they lost no time in taking action. A significant feature of the movement is that, so far as is known, it has been managed in such a way as to leave the status of the dealer practically unaltered. In other words, while still having a comfortable margin of profit he yet has sufficient inducement to go out after more business and thereby secure his own share in the extra benefit that the lowered prices are intended to convey all along the line.

Better Play Safe, Investigate Noises

When you hear a clatter as though you had run over a tin can or some other piece of metal scrap which has found its way onto the read do not be so optimistic as to think it did not fall off the car, but go back and look carefully. One motorist lost a license tag this way, another broke the coupling between clutch and gear set because he did not stop to look when a bolt fell out. He heard it but thought nothing of it. Another lost two good wrenches and a tire pump which he had absentmindedly left on the running board. Still another lost a spare tire on the rear in the same way. It is better to be on the safe side and investigate.

Tried To Sell Him His Own Stolen Car

Auto Dealer Has Weird Experience When 'Owner' Offers Him His Missing Car

"It is bad enough to have your car stolen, but it would certainly get your goat to have some one try and sell it to you again," said George Stowe, President of the Mitchell Motor Car Company of New York.

"This, however, no matter how improbable it may sound," he continued, "is just what happened to me.

"Last November I was making a call on Riverside Drive and when I came out my car was gone.

"The police failed to find it and in due course of time the insurance company paid the loss.

"Last week the car was brought here by innocent parties who wished to trade it in for a new Victory Model Mitchell Six.

"The salesman of course recognised it as the car stolen from me, although it had been changed considerably.

"The police seized the car and turned it over to the insurance company, who will now sell it and salvage about what they paid out on it.

"The car has been traced back through three innocent buyers, but there seems to be no disposition on the part of the insurance company to go any further, as when they sell the car they will be out very little, while the loss will fall on one of the previous so-called owners of the car unless he can catch the original thief."

Mack AC 15 ton tractor, which carries huge loads of cans of milk, in a prompt, efficient manner. Much speedier and more certain in delivery than railroad service.

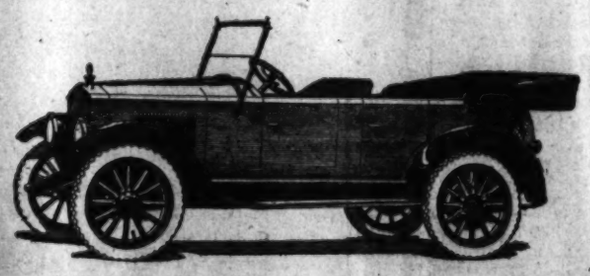
Most business men these days are supplanting the draft animal with the motor lorry—for reasons of economy and reliability.

The Mack Lorry is of bull-dog strength and endurance. Lasts a life-time. Dependable under every possible road or climate condition.

Built complete in the Mack factories—according to the best European standards of engineering.

Responsible and energetic dealers required in each District

INTERNATIONAL MOTOR COMPANY, New York, U. S. A.
5 State Street 44 Whitehall Street
Factories: Plainfield, N. J., Allentown, Pa.
Cable Address: Intertruck, Newyork All Standard Codes used



The Essex

will more than meet your most exacting ideal of a motor car

IT has the luxury, power and beauty of the most costly, large automobiles with the added advantage of moderate first cost and minimum upkeep expense.

ONLY the very highest quality of material and workmanship go into its construction and, while light in weight, its strength defies the hardest usage. The Essex is a car that will retain its youth.

POSSESSING the power to conquer the steepest hills, its wonderful flexibility assures the utmost ease of control. The seats are deep and comfortable and ample room is provided for five passengers.

THE long and carefully designed springs enable it to ride over the roughest road with the greatest comfort and especially adapt it to Shanghai.

For demonstrations and full particulars, apply to

DODGE & SEYMOUR (China), LTD.

89-91 Rue Montauban Telephone; Central 322

Speed With Economy
TRANSPORTATION difficulties and war-time demands throw new and heavier burdens on lorries and lorry tyres.
Every situation where high-speed deliveries are important demand
Firestone
Pneumatic Giant Lorry Tyres
They cushion the load, protect the structure and mechanism of the lorry and offer far more economy than would naturally be expected from a tyre of this type.
CENTRAL GARAGE
2A JINKEE RD. SHANGHAI

Don't 'Ride' The Clutch; Keep Foot Off The Pedal

Expert Advises New Drivers Especially To Form The Habit Of Correct Driving

By H. Clifford Brokaw

Are you a clutch rider? Does your foot continually rest upon the pedal controlling this important part of your car? If so, you are unconsciously wasting power and are helping put the clutch into a condition where it will slip permanently. Spend a few minutes studying your clutch, its makeup and principles on which it works, learn how to keep it in condition and likewise learn to keep your foot off the pedal when it is not required to be there and you need never have any trouble from this device.

Now about clutch-riding. The man who keeps his foot continuously on the pedal exerts some pressure—however slight and though but the weight of the foot—which has a tendency to release the spring tension and make the clutch slip. Slipping is a waste of power, and there is a friction which wears away the contact surfaces, adding all the while to the slipping propensity. You should not act as though fearing a need to release the clutch all the time. With practice the foot should go automatically into place.

On some cars clutch riding will invariably burn out the thrust bearing due to the mechanical construction. There are some other cars, however, where a careful driver may safely rest his foot on the pedal, if pressure sufficient to release the clutch is not exerted.

Clutches are of two general types, the cone and the multiple disc, the latter being either dry or running in oil bath, commonly called wet, and this kind will not go dry on July 1 if you care anything about the power of your car. The cone clutch usually is built into the flywheel, the inside of the rim forming one of the friction surfaces. Very often the wet disc clutch is integral with the crank case and its oil bath is a part of the general oil supply carried therein.

The purpose of the clutch is to connect and disconnect the engine and the rear (drive) wheels so that the engine may continue running without driving the car and to relieve the load from the transmission gears when they are shifted to the various positions and speeds. If the load were not taken off the gears when shifting it would be impossible to make the shift in many cases; and if the shift were by chance effected there would be excessive strain put on the gears and very likely teeth would be broken off. When the load is off the gears at the time of the shift the teeth engage before the load is applied. If it were not so the full load would be on the instant the gear teeth touched. Gears are made to stand severe knocks and strains, but teeth break with the best of care and shifting under load would leave few corners on the teeth.

All the clutches in use, except perhaps the magnetic, are of the friction variety; that is, the power is transmitted by the friction of the parts which are held together with a spring. And all provide for the load to be picked up gradually. If the clutch were positive in action, by the engagement of lugs or otherwise, the car speed at once would be that of the engine and it would start off with a jerk, with all its discomfort and strain; it would be the same as though there were no clutch intervening. And the clutch must be kept in shape to allow this gradual engagement. In a leather-faced cone clutch when the leather becomes hard the engagement is sudden, you have a gripping clutch and a jerky action. To prevent and remedy this the leather must be made soft by applying neat's-foot oil or castor oil.

On the other hand, too much oil will make the clutch slip with the resultant loss of power. Sometimes oil will ooze in from the engine or transmission gear case and make the leather greasy. On the road the best thing to do is to shake in some French chalk, talc or fuller's earth to absorb the excess oil and dry the surface. Use it sparingly. In the garage it were better to wipe off the surface with kerosene; gasoline dries the leather too much.

The plates of the dry multiple disc clutch usually are faced with asbestos. Usually there is an opening in the bottom of the clutch housing to permit any oil which works in from engine or transmission to drain off instead of greasing the plates and facings. It is very important to keep these free from oil, for that will make the clutch slip, and if it is allowed to remain too long may become sticky and prevent easy release of the plates. If they begin to slip and are found free from oil, it may be possible to overcome it by increasing the spring tension; usually it indicates that the facings are worn and should be replaced. At the service stations usually plates with facing attached may be procured, the old plates being turned in, obviating the particular job of riveting on the facings. You cannot do a satisfactory job of cutting your own facings. The material comes only in clutch sizes and shapes and even if your clutch is old and out of make, the facing manufacturer can supply you with the right size.

If this type of clutch grips and there is not a lot of sticky oil on the plates, a trace of oil applied to the facing will ease it; be careful, for too much will make it slip. Use drops, not a squirt from the can.

The wet multiple disc clutch runs in oil, usually the bath connected with the engine. It does not require much care other than to clean it out with kerosene when the crank is cleaned. If it slips there is nothing to do but tighten the spring, or to loosen it if it grips and is not dirty. If in a separate housing not connected with the engine oil supply and there is slipping, a little kerosene added to the bath will help; when it acts harsh add heavier oil. If the discs are sticky and the clutch releases slowly, wash out the entire clutch with kerosene and put in new oil.

Modern clutches have incorporated with them clutch brakes. Usually pressing the lever further after the clutch is released operates a brake which prevents the clutch from spinning and makes shifting gears easier. The adjustment must be kept right, for if the action is too quick it will stop the clutch and actually make shifting harder.

The bearings of the clutch pedal and linkage also need to be oiled occasionally and be kept clean if you are to have easy action.

Two Killed, 17 Hurt In Riots At Plant Of Willys-Overland

Soldier Guards, Unable To Quell Mob, Fire Into The Crowd

Toledo, Ohio, June 4.—Operations at the Willys-Overland automobile company were at a standstill today as a result of the rioting last night in which two persons were shot to death and 17 were injured. The plant opened a week ago Monday after two weeks of idleness.

Clarence A. Earl, vice-president and general manager of the company, authorised the announcement that no attempt would be made to operate the plant, which has been affected by labor disturbances involving 13,000 employes, pendings word from Governor Cox regarding an appeal from Mayor Schreiber for troops to handle the situation.

The dead men, it is said, were not involved in the labor dispute and were never employed at the Overland plant. They were in the crowd which congregated about a fire station when discharged soldiers guarding the plant arrived in response to a riot call.

Feeling in the neighborhood where the deaths occurred is running high. This is a settlement of Poles the nationality which suffered most seriously during the rioting, and the police were apprehensive of further outbreaks today aimed at the former soldiers doing emergency police duty. The emergency policemen are armed with automatic pistols and rifles. They still wear the uniform of the army.

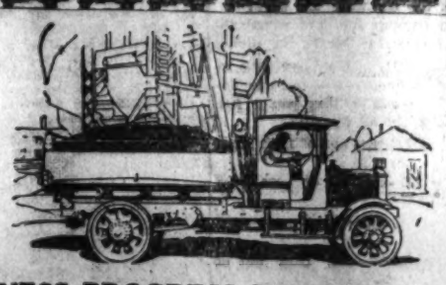
Mayor Schrieber had received no word from Governor Cox concerning his plea for troops, and, fearing that an attempt might be made to harm him, spent the night in a hotel, instead of at his home. The house adjoining the mayor's was stoned and its windows smashed last night by sympathisers of the idle automobile workers, who apparently mistook the residence for the mayor's.

The labor situation at the automobile plant, which has been smouldering four weeks, blazed into a pitched battle at the gates of the factory last night as the day force was leaving. A crowd of 5,000 idle workers attacked the loyal employes with bricks, stones, clubs and other missiles.

The emergency police charged them, firing more than 100 shots over the heads of the rioters. Eleven persons were injured in this clash, two probably fatally.

After this disturbance had been quelled, one of the discharged soldier guards, with a girl companion, was seen in the Polish neighborhood near the automobile plant. He was carrying side arms and wearing his uniform. A crowd gathered about him, hooted and threatened him and he took refuge in a fire engine house.

A summons for help was sent to the commanding officer of the emergency police force and two automobile trucks filled with men in uniform responded. These men formed a half circle about the fire station and fired a volley over the heads of the crowd. When this failed to disperse the assemblage the order was given to shoot low and this firing killed two men and wounded six.



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Possessing body lines of distinctive stylishness, luxurious upholstering, and beautiful finish, the KING affords just pride to owners in many lands

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7-passenger Sedan (closed car)
4-passenger Foursome (sporting model)
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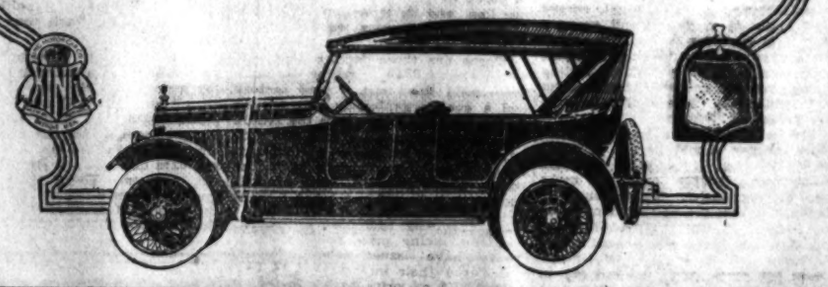

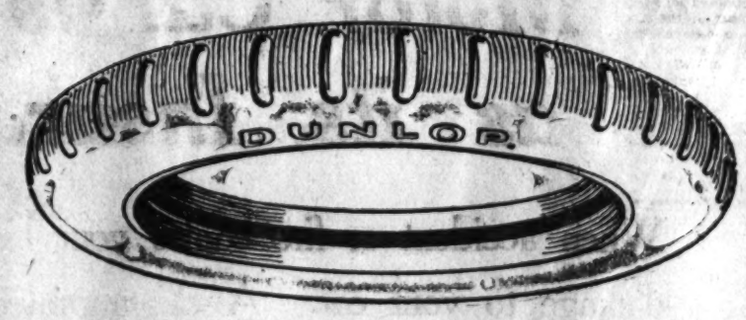

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FIGURES CUT THE COST OF CROSS-CONTINENT TOUR

Motor Trip Across America Estimated Third Cheaper For Four Persons Than By Rail

As a result of the numerous inquiries received by Harry J. De Bear, Manager of the New York Maxwell-Chalmers branch, for road and other information about the New York to California tour, he secured the following valuable information from Ray McNamara, the Maxwell road engineer, who made the recently remarkable trans-continental trip in a Maxwell worm drive truck in the surprisingly short period of seventeen and one-half days.

The advice and directions given by Ray McNamara are by a man that knows every inch of territory between the Atlantic and Pacific. While the starting point is New York and San Francisco the terminus, the figures quoted are equally applicable on the trip going in reverse direction.

The information follows:

In comparing the costs of a trip from New York to San Francisco by rail with a similar trip by automobile, I believe it would be a fair estimate to say that it would be 33 percent. cheaper to travel by motor car.

Railroad fare, including berths and meals for four persons, would amount to about $650. The average expense per person would approximate $162.50. These figures would apply to four men going direct from coast to coast without stopovers. A sample expense account follows:

Garage bills	$ 14.00
Hotel for four persons	138.00
Meals for four persons	207.00
Gasoline figured at 30 cents per gallon	67.00
Oil figured at 1 gallon for every 200 miles	13.60
Total cost for 23 days' touring	$440.40
Average per person about	$110.00

If a drummer had to make the same schedule by rail it would cost about double this amount. By traveling direct without stopovers the trip can be made easily at 200 miles per day in the summer time. This would reduce motoring costs on hotel, garage and meals to a very small amount. But it is advisable to take your time. It is always better to give the roads a chance to dry up before starting unless you are accustomed to driving over wet roads. This applies particularly west of Chicago.

Before starting on a journey of this kind the car should be put in faultless condition. This will eliminate considerable trouble and will make the driving easier. Take along the right kind of tools, as they may come in handy in some out-of-the-way-place. One more precaution: Drive carefully, never exceed twenty-five miles per hour, and it will pay in the long run. It will keep your tires out of the shop and you out of jail.

The destination that the tourist desires to first reach on the Pacific Coast and the season of the year in which the trip is made have more to do with the selection of the route than the quality of roads along any particular trail.

The Sunset and Yellowstone trails through the Northwest are good routes. However, the heavy snows on the Cascade Mountains renders Shoqualamie Pass impossible until after June. This handicap can be overcome by touring via Walla Walla, Wash., from Spokane through Pendleton, Ore., then along the Columbia River highway into Portland.

The El Paso, Yuma and Santa Fe trails are the most desirable winter and spring routes, inasmuch as they cross the continental divide and coast ranges at lower elevations. I consider these routes the most interesting, as more Indian and Mexican life is seen and more primitive methods of living prevail. This is more true of the Santa Fe trail than any of the others.

The Lincoln Highway or central route is undoubtedly the most popular and the more travelled trail of all, as it follows a more densely populated section of the country.

Starting from the Atlantic Coast there are three well travelled routes. The New York and Boston routes come together at Albany, then via Utica and Syracuse to Buffalo. Another very desirable route from New York goes by way of Binghamton and Elmira and joins the above route at Buffalo, then via Erie and Cleveland to Chicago. The Lincoln Highway from New York is in excellent shape. The only poor roads are from Pittsburgh to Canton, O.

The roads through Illinois are mostly dirt. From Clinton, Ia., to Omaha there are a few short stretches of brick and gravel, but mostly dirt. Through the western part of Nebraska there is a little sand. In Wyoming there are natural dirt and gravel roads. Passing through Utah it is mostly natural dirt and rock roads, with a stretch of concrete pavements out of Salt Lake City. The route leads around the south end of Salt Lake, where almost 100 miles of dirt flats are crossed. Through Nevada many mountain ranges are crossed at very high altitudes, and the trails are very rough and rocky. From Ely, Nev., to San Francisco you will find the road well marked, thanks to the California State Automobile Association.

RATTLES AND SQUEAKS

By loosening the front and rear pair of bolts holding the body to the frame rattles and squeaks in doors and body will be practically eliminated by clipping a section of brake lining around each of the loosened bolts. A slit is cut in the break lining so that it can be passed around the sides of the bolt. After the lining is in place the bolts should be tightened up again.

When noises issue from the axle housing they may be ascribed to one of the following causes: Maladjustment of the driving gears, gears that have worn out or round or become warped; differential bearings that are worn or broken, a broken tooth or teeth in the gear, or metal chips in the mechanism.

Nash Motors Not To Join Any Combine, Is Statement

President Of Company Gives Talk To Dealers And Agents; 11,000 Nash Quads To U. S. Government

That Nash Motors will not become a part of any combination of automobile companies, unless it is the controlling factor in such a merger, and that there will be no lowering of Nash prices for a long time to come, were the high spots in an address of the president of the big Kenosha company, before a gathering of nearly one hundred distributors and dealers at the New York Athletic Club recently.

Mr. Nash, who two years ago resigned the presidency of the General Motors Corporation to organise Nash Motors, had been anxious, as he explained, to meet his Eastern organisation for a free and complete discussion of Nash principles, policies, methods and aspirations, and to show his dealers what their responsibilities are toward the motor buying public. "I want to lay all my cards on the table," he said. He did. There was no joker in the hand.

The address lasted for an hour and a quarter, and Mr. Nash did not waste a single word. He reviewed his own career, starting thirty years ago as a mechanic up to the time of leaving General Motors, to show that he knows the automobile business from all angles. He had never aimed, he said, at the possession of great wealth. "I do hope to be known as a man who had done something, and who had always been fair to his men. I take the position that there is a great deal in life apart from the almighty dollar," Mr. Nash remarked.

Survival Of Fittest

"Like all other great industries, the automobile business is narrowing down to a survival of the fittest," Mr. Nash said at the opening of his talk.

"Day after day there are mergers reported. I am throwing no stones at this tendency, but I want you all to understand that nothing could induce Nash Motors to consolidate with others. If it became necessary for our line to be larger we will go into the field for other plants, but we will control. Right now, however, I believe in doing as Henry Ford did—stick to our line, and do it well. But, whatever expansion comes, we will control anything we go into.

"There are three factors necessary to permanency in the motor car business—good financing, a good factory and a good organisation. It follows that a good product will be the result. It is not easy to build a good care, and impossible to build a perfect one. Nothing can be perfect into which the human element enters. The Nash is good, but it is not yet what I want it to be.

"Because improvement is always possible, there will never be yearly models of Nash cars. Whenever we find an improvement possible it will be incorporated in the next lot of cars. There are better Nash cars leaving the factory today than a month ago because we have eliminated small faults. It costs a lot of money to change tools and jigs, and cuts into already small profits, but that policy will be adhered to.

"The war took 600 men away from us and then the Government told us that we must either turn the plant or the production over to them. We gave them our production, but retained control because we believed that we could run the plant better than they could. I think the results justified our confidence. We delivered more than 11,000 Quad trucks to the Government. When the war ended there were more of our trucks running in France than those of any other single make.

Not A Dollar Of Royalties

"A lot of people think that war business was a good thing for Nash Motors. It was, in a way, because it gave us experience. On the other hand it undid many of the things we had done, and which we must now do all over again. And in fairness to Nash Motors I want to say that we did not take a dollar of royalties from the Government, although they were offered to us on Quads built in three or four other factories from our blue prints. None of the other Quads had reached France when the armistice was signed.

"You have all had trouble during the war with complaints of poor carburetion and dirty motors. That was not our fault, but the fault of the fuel that was sold then. I don't know what the Standard Oil people are doing here, but in the West they are making apologies in big announcements to motorists and promising better gasoline. The stuff they have been selling does not vaporize; doesn't burn properly, and runs down the cylinder walls in the form of dirt. We have ended most of that trouble with a new form of manifold, which you will find on Nash cars from now on."

Here Mr. Nash launched into his service ideas in a manner that caused his hearers to sit up. "This company," he said, "will not tolerate any profit-making, let alone goughing, of Nash owners, under the guise of service. Nash owners are in business to sell cars and make a legitimate profit out of them. There has been too much experimenting at the expense of the public. Mechanics who attend to Nash service should know Nash cars. I do not want our owners to pay for the education of mechanics. I want every Nash dealer to make money, but you cannot increase your business unless you have satisfied owners. You cannot sell a set of brains with every car, therefore you must be prepared to right the mistakes of poor driving.

"There has been a great deal of talk about lower prices in the near future. That may apply to cars which were raised without reason during the war. There will be no change in Nash price before next January and probably not for twenty-four months. The things that enter into the making of cars are hard to buy and prices are very high. The only reductions have been in steel and copper. Labor expects more instead of less. As I see it, there may be no relief in three years."

'IRON-MULE-WITH-A-KICK' IS TITLE HE GIVES FORD

The Ford Motor Car Company has received a letter from a British-American in Bangalore, India, who is highly enthusiastic over the Ford car record in the big war. He says:

"I was reading a few advertisements of different papers on autos, pertaining to what they have done in this war. But nothing about our little Ford. So I'm writing you a few facts, which are as follows:

In France 700 cars out of 1,000 were Fords.

In Italy 850 cars out of 1,000 were Fords.

In Egypt 996 cars out of 1,000 were Fords.

In Mesopotamia 999 cars out of 1,000 were Fords.

Under British capture, the first car in Bagdad was a Ford.

The first car to cross the Persian Mountains was a Ford.

The first car in the genuine Garden of Eden was a Ford.

The first car in the Holyland was a Ford.

Lines of communication contained Fords by the hundreds from Bagdad to the Black Sea.

I have seen the Fords used as tanks, armored moving forts, electric light plants, water pumps, ambulances, supply cars, and lots of other things, and they were always ready for anything at any time.

These statements are facts as I have served in action all through the countries named. And I name the Ford the best auto in the world, the Iron-Mule-With-A-Kick."

Automobiles In Great Demand In Europe

An important report on foreign conditions made C. C. Hanch, Secretary of the National Automobile Chamber of Commerce, who has just returned to the States from a three and a half months trip abroad, shows the possibilities of the motor car trade in Europe, where the motor car because of its service in the war is more highly appreciated than ever before. Cars over there are in great demand, second hand cars selling at double the price they brought when new in 1914.

Mr. Hanch expressed high regard for the manner in which English, French and Italian manufacturers are getting back to normal, and feels the pre-war conditions can be helped best by a return to regular business conditions of buying and selling.

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Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

Special attention is given to the all-important detail of packing for export.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

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And this, perhaps, is the main reason why a Paige is so universally regarded as a safe and profitable investment.

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At prices to suit everybody.

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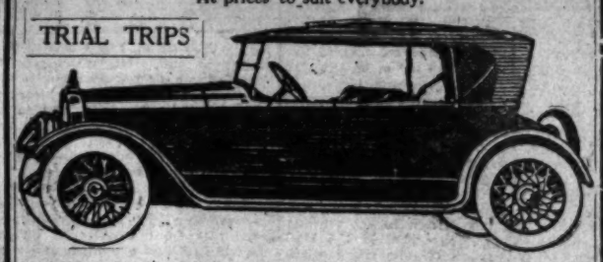

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Are you "covered" in the event of mishap?

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relieve you of personal loss, liability and third party claims at a small cost annually. Make your car of definite value to yourself by taking out an XS Policy.

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AGENT

EXCESS INSURANCE COMPANY, LIMITED.

Sporting and Comic Picture Section

Sunday, July 27th, 1919

Bringing Up Father

JAMES · MAGGIE IS OUT SO I WANT YOU TO GIT A KETTLE AN' GO OVER TO DINTY MOORE'S AN' GIT ME SOME CORNED BEEF AND CABBAGE ·
YES · SIR
1
WELL · HE'S GOT THE KETTLE AN IS JUST ABOUT LEAVIN' THE HOUSE · · HE OUGHT TO BE AT THE CORNER NOW · · ·
2
DARN THOSE TRAFFIC COPS · NOW HE'S GOT TO WAIT UNTIL ALL THAT TRAFFIC GITS BY · · AH NOW HE'S CROSSIN' · · ·
3
BY COLLY · WHY DON'T HE WALK A LITTLE FASTER AN' STOP LOOKIN' IN THEM STORE WINDOWS ·
4
NOW HE'S TURNIN' THE CORNER · · NOW HE'S IN THE MIDDLE OF THE BLOCK · WHY DON'T HE CROSS THE STREET NOW · ·
5
OH! RATS! HE'S GOIN' IN THAT CIGAR STORE · HURRY OUT OF THERE ·
6
THERE HE GOES · ONLY A HALF A BLOCK MORE AN HE'S THERE ·
7
HE'S IN TALKIN' TO DINTY · GIVE HIM A GOOD PORTION · DINTY! NOW HE'S COMIN' OUT · ·
8
HE'S TURNIN' THE CORNER · THAT'S IT · WALK FAST · HE'S CROSSIN' THE STREET · ·
9
LOOK OUT · DON'T BUMP INTO ANY ONE · LOOK WHERE YOU'RE GOIN' ·
10
NOW · WHO IS THAT HE STOPPED TO TALK TO · HURRY UP AN' CROSS THE STREET ·
11
TOO LATE · THE TRAFFIC COP BLEW THE WHISTLE · BY GOLLY · I NEVER SAW SO MANY AUTOS IN ME LIFE ·
12
WELL · AT LAST HE IS ACROSS · QUIT LOOKIN' BACK AT THEM SERVANT GIRLS · NOW HE'S NEARIN' THE HOUSE ·
13
NOW HE'S COMIN' IN THE DOOR · HE'S WALKIN' UP THE STEPS ·
14
DID YOU CALL · SIR?
YES · WHERE'S THE CORNED BEEF AN' CABBAGE?
15
WHY · I HAVEN'T FOUND THE KETTLE YET!
GEO MCMANUS
16

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JULY 27, 1919

CLUB TEAM WINS FROM S.R.C. MEN

Recs Fall Down In Second Day Of Match; Lose By 46

PARSEES SCORE EASY WIN

Beat Police By 69-Run Margin; Customs Defeat Navy Eleven

Shortly after schedule time the clash between the S. C. C. and the S. R. C. which was started on Friday afternoon was resumed yesterday on the former club's ground. Cooper and Quincey, who took up the cudgels again on behalf of the visiting team, did not last long and although both seemed set on Friday Hansell and Read proved too much for them. The first four wickets yesterday fell with the score board only showing two extra runs and if it had not been for Tom Main, whose tally totalled 8 not out, treble figures would not have been reached.

Thomson and Lanning after a brief interval faced Bhoora and C. Ollerdessen but the latter did not last long and had to succumb to Ollerdessen with 4 to his credit. Hayward, who then joined Thomson, only lasted a few minutes till the score with a few byes had reached 22 when Ollerdessen again proved successful with the ball (22-2-9). Thomson had to take the shelter of the pavilion after Pearson had added a few more to the score and the good work was carried on by a Pearson-Clifford combination which proved a good stand for the fourth wicket. Bhoora ultimately found Pearson's wicket and this promising young player had to go, having picked up 10. Hansell's wicket was easily found by Manley who had relieved Bhoora. Another good stand was made then by Clifford and Read and when 60 had been chalked up Clifford pulled one of Manley's deliveries, giving Main at mid on a chance which he made very sure of (61-8-21).

Knight then joined Read and the best stand of the two days' play was made, the score being carried to 114 before Knight was stumped by A. F. Ollerdessen. Knight retired pavilionwards having collected 35 runs in an innings of good sound batting. He gave no chances and hit out with confidence, punishing all loose deliveries from Ollerdessen and Manley in grand style. Read and Tippin parted company after the former had picked up 21 runs. Read during his smack had the misfortune to get hit by a ball from Manley which rose in a most peculiar manner. It was a slow delivery but took off with a bump big enough and with speed enough to have come from some one like Bimmy Quail—who by the way is expected back with Adams very shortly.

Tippin and Lancaster carried the ninth wicket score to 137, when the former was run out unfortunately but through being somewhat late in backing up and answering Lancaster's call. R. Bauld did not last long and the innings was brought to a close for 146.

The pitch seemed faster than what it was on Friday but was apparently sadly lacking in evenness due no doubt to the cutting up it got on Friday at the hands of Messrs. Hansell and Read. Fielding on the part of the visitors was all that could be desired till their score of 105 was passed and then nobody seemed to care, which is to be regretted. The homesters were without the services of Capt. Barrett, who has picked up a bad knee, and Grimshaw, who had the misfortune to get his finger smashed trying to catch a ball Cooper lost in the clouds on Friday. A. E. Lanning captained the home team yesterday in the absence of Capt. Barrett.

The figures read:

S. R. C.

H. B. Ollerdessen, b. Read	14
J. J. Ellis, b. Read	19
A. J. Willis, c. Lanning, b. Read	23
C. H. Bhoora, c Read, b. Hansell	9
H. J. Cooper (Capt.), c. Thomson, b. Hansell	14
W. T. Manley, b. Hansell	0
L. P. Quincey, c. Pearson, b. Hansell	11
F. C. Ollerdessen, b. Read	1
T. Main not out	8
C. G. Ollerdessen, c. Hayward, b. Hansell	1
A. F. Ollerdessen, c. and b. Read	1
Extras	4
Total	105

Bowling Analysis

	O	M	R	W	NB
W. N. Hansell	21	6	46	5	2
W. S. Read	20.2	7	31	5	–
R. J. Tippin	5	3	6	–	–
R. Grimshaw	4	1	13	–	6
J. M. Pearson	1	–	5	–	–

(Continued on Page 3)

Smiles from the Mixed Court

It being their night off, Chinese Police Constables Wen Pah-sung and Liau Ching-hai clambered into their holiday attire, slicked back their hair and thus embellished stood forth to see what the town had to offer in the way of diversion.

Heading for the dizzier parts of the city they passed down the Tong Dong Ka Loong, wherein is situate the barber shop of Zien Ching-sung. Zien and his friend Wong Ah-sun chanced to be leaning in the doorway at the time and as the pair of camouflaged cops passed it seemed to them that Zien's eye rested upon them with a sardonic glimmer.

"Rotten hair-cut," remarked Zien to Wong in a professional tone which may or may not have been plainly audible on the south side of Soochow Creek.

"Looks like a Japanese version to me," returned Wong, sarne register.

"Very cheap," said Zien.

"Pretty ragged," agreed Wong.

By this time there was such an audience that traffic on the Tong Dong Ka Loong was forced to suspend.

"Pardon me," said Policeman Wen, addressing Zien, "but are you referring to us?"

Liau also contributed a remark to the effect that if he chose to wear his hair long the circumstance was certainly nothing in the life of any misapplied butcher operating under the alias of a tonsorial practitioner in this almost forgotten alleyway.

Whereat the conversation grew really animated, many hitherto spectators joining in. Words ran short and more substantial material began to be bandied about, including furnishings of the barber shop. Wen and Liau rapidly determined upon a piece of strategy. They decided to disclose their identity. They did. It didn't work. Nobody believed it. The beleaguered pair got genuinely mad then and said they'd take Zien and Wong along to the station and prove the point. Both the barbers and the crowd laughed merrily at this joke and the argument resumed with more animation than ever. Somewhere about this time Wen lost his watch and Liau became aware of the fact that six dollars which were formerly in his pocket were now no longer there. The discovery lent added strength to the minority party and with a final triumphant effort they bore Zien and Wong away to the station.

Addressing the Magistrate next morning Zien agreed that the affair was a lamentable one and stated that it was a case of mutual misunderstanding, with the bulk of the misunderstanding on the side of the complainants. He and his friend Wong were standing in the shop door, he said, when a young Chinese girl passed, wearing her hair dressed Japanese style. They commented upon this fact and evidently the policeman thought that the reference was to them and took exception to it. During the activities which followed it was the crowd which damaged his accusers and he submitted that their sufferings were due to themselves.

Zien and Wong were fined $10 each, of which Wen and Liau were to be given each $3, Liau thus being out $3 and both complainants being shy one evening out.

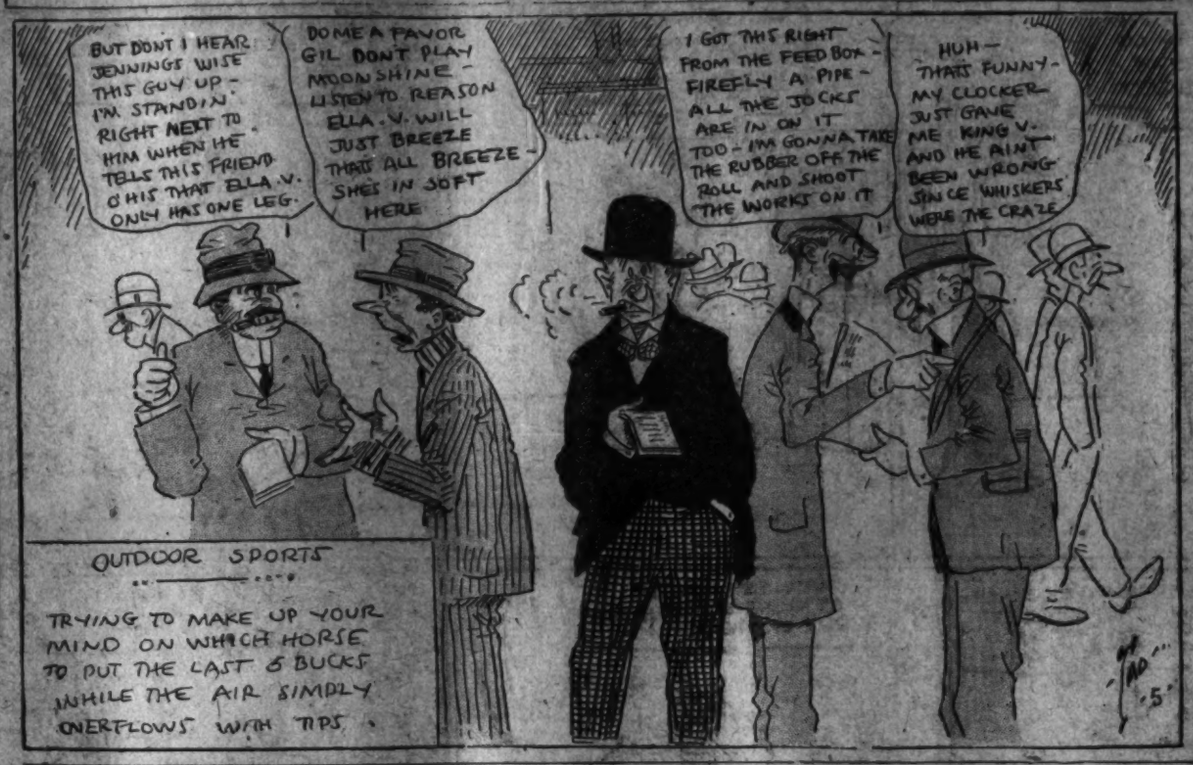
Appearances Against Him

Th charge against Wong Ah-san set forth that he, being a licensed mafoo in charge of a pony and carriage, had fallen asleep on the box while his equipage was standing in the Tibet Road, the same being against the Municipal statutes.

The charge, Wong irately declared, was a slander on his standing as a mafoo and was due to the perverted ideas of logic possessed by the S. P. C. who arrested him. He had not been asleep. It was raining at the time and he had simply tilted his helmet down over his eyes so that the water wouldn't sluice into his face. Seeing him sitting thus, with his eyes hidden, the suspicious S. P. C. had leaped to the conclusion that he must be slumbering.

It was observed that when Wong left the court compound, after paying $3 into the court exchequer, he was wearing his hat on the back of his head.

INDOOR SPORTS By Tad


BUT DONT I HEAR JENNINGS WISE THIS GUY UP - I'M STANDIN' RIGHT NEXT TO HIM WHEN HE TELLS THIS FRIEND O'HIS THAT ELLA V. ONLY HAS ONE LEG.
DO ME A FAVOR GIL DONT PLAY MOONSHINE - LISTEN TO REASON ELLA V. WILL JUST BREEZE THAT'S ALL BREEZE - SHE'S IN SOFT HERE
I GOT THIS RIGHT FROM THE FEED BOX - FIREFLY A PIPE - ALL THE JOCKS ARE IN ON IT TOO - I'M GONNA TAKE THE RUBBER OFF THE ROLL AND SHOOT THE WORKS ON IT
HUH — THAT'S FUNNY - MY CLOCKER JUST GAVE ME KING V. AND HE AIN'T BEEN WRONG SINCE WHISKERS WERE THE CRAZE
OUTDOOR SPORTS
TRYING TO MAKE UP YOUR MIND ON WHICH HORSE TO PUT THE LAST 5 BUCKS IN WHILE THE AIR SIMPLY OVERFLOWS WITH TIPS.
"TAD" '19

At The Theaters

Probably the outstanding event of the week's list of amusement offerings will be the opening Wednesday night of Bostock's Royal Italian Circus. Following the first performance the circus will play an engagement here at Chang Su-Mo's Garden on Bubbling Well Road, giving performances nightly and matinees Saturdays, Sundays and Wednesdays.

The Bostock aggregation recently concluded a run of two years in London and is favorably known in European centers. Besides a company of forty artistes, the circus also carries two hundred performing animals of all kinds.

Opening at the Victoria theater this evening a strong dramatic story is presented as the feature of the program. This is "An International Marriage" in five parts. Rita Jolivet appears as star in the production. The picture will be shown again tomorrow, and on the following day, Wednesday, "A School For Husbands" will be presented. This will run for three days.

Added episodes of the serial, "The Lightning Raider" will be shown at the Apollo matinee this afternoon. These are entitled "Falsely Accused" and "The Baited Trap." The feature offering of tonight's bill at the Apollo will be "Mrs. Plum's Pudding" in which Miss Marie Tempest appears as star. Opening tomorrow for a three-day run at the Apollo will be two new installments of "The Lightning Raider," in which Pearl White and Warner Oland are co-stars in addition to a laughable comedy film, "Hear 'Em Rave," with Lonesome Luke as the central figure. The bills at the Apollo include also Pathe's American and British Gazettes.

The screen version of Charles Dickens' great story, "Oliver Twist," is the main offering of the bill which opens today at the Olympic theater. It is a Paramount picture which has been given as unusually elaborate production.

The concluding events of the serial story, "The Bull's Eye," will be shown at the matinee this afternoon at the Isis theater. The program will include also new episodes in "The Master Serial" and a performance by Chinese artists. The Chinese production will be offered at the Isis in the evening in addition to moving pictures. Tomorrow new episodes of "The Master Serial," comedies and the Chinese performance will make up the Isis bill.

POLO IN ENGLAND

(Reuter's Service)

London, July 20.—In the Polo Patriotic Cup at Hurlingham, England beat Ireland by 9 to 6.

New Lawn Bowls Greens Opened At Wayside Park

Mr. And Mrs. White Officiate At Ceremony, Following Which 'North' Beats 'South'

The Park at Wayside presented a very fine appearance yesterday afternoon for the opening of the new rinks of the Yangtszepoo Lawn Bowls' Club and seldom has a happier crowd gathered—which by the way must have totalled between 400 and 500 persons all told to wish the Y. L. B. C. success for aye.

At shortly after 4 o'clock Mr. R. C. Aitkenhead opened the proceedings and, before introducing Mrs. White, gave a brief resume of the old Y. L. B. Club, stating that at the first the number of members was very limited and during that time the famous "big four" carried all before them. It was then found that in the districts out Wayside and Yangtszepoo many lovers of the game had come to live and the Committee of the Club approached the Municipal Council with a view to having rinks made at the Wayside Park—and the result was the very fine greens which were to be opened officially that afternoon, on which congratulations were due Mr. McGregor and the Council for so ably carrying the plans out.

Mr. Aitkenhead then called on Mr. and Mrs. White, who, together with Mr. Jamieson, acting British Consul-General, Mr. John Prentice and Mr. Wood, were the honored guests of the afternoon. Mr. White made the following brief speech:

"Ladies and gentlemen, the absence of Mr. Pearce, who is taking a well deserved holiday in Weihaiwei, has left me with more Council work than play. However, this has its compensation and the fact that, in taking his place, I have been honored with an invitation from your Committee to open this new Wayside Park bowling green, has given both my wife and I genuine pleasure. The fine and ancient game of lawn bowls has by its sense of peacefulness and good comradeship a very appealing effect upon all of us and I trust that the members of this Club will have many many happy and friendly games on these lawns. I now declare the new Wayside Park bowling greens open and at the invitation of your Committee, my wife will do her best to throw a good first Jack."

Amid applause Mrs. White threw a silver jack and Mr. White followed with two good woods, thus opening officially the greens and the rinks. Others carried on the good example set by Mr. and Mrs. White as follows:

Lawn Bowls

SOUTH		NORTH	
E. O. Thomas		J. Burnside	
(skip)		(skip)	
W. S. Featherstonhaugh	20	A. Mackintosh	20
J. Keefe		F. Downs	
H. E. Peck	9	W. R. Kinipple	28
J. T. Disselduff		R. C. Aitkenhead	
(skip)		(skip)	
J. D. Gaines		P. H. Robinson	
S. Hammond		G. Alexander	
D. M. Graham	20	R. Dorrance	20
J. E. Lucas		A. M. McGregor	
(skip)		(skip)	
A. Eck		A. S. Allan	
C. W. Gilbert		S. Marks	
J. B. Grant	18	G. Bloom	21
G. L. Campbell		F. Ferrier	
(skip)		(skip)	
J. J. Sheridan		A. A. Malcolm	
E. Payne		J. McPherson	
R. Simmons	20	W. T. Blaset	15
H. Veitch		P. B. Critchley	
(skip)		(skip)	
N. David		J. Marshgreen	
A. J. Brown		P. W. Ephgrave	
S. Wallace	25	G. Sherman	19
C. M. Bain		G. McMurdo	
(skip)		(skip)	
Alb. Taylor		J. Shaw	
T. E. Trueman		B. Anderton	
F. L. Marshall	14	A. Taylor	15
H. S. Smyth		T. Spring	
(skip)		(skip)	
R. J. Bowerman		A. Braid	
H. Landers		F. George	
P. W. Reeves	12	M. B. Anderson	30
J. C. Macdougall		G. B. Starmes	
(skip)		(skip)	
J. Park		H. McPartland	
R. G. H. Cule		J. Rush	
W. N. C. Allen	11	A. E. Hayward	25
	129		171

At the conclusion of the games Mr. Spring's team was presented with silver spoons for having won by the heaviest odds and Mr. Burnside's team received silver forks for taking second place in the contest. After the presentation Mr. G. L. Campbell spoke and gave great encouragement to the Y. L. B. Club to carry on in fine manner and wished for many pleasant times in Wayside Park.

Mr. C. M. Bain then congratulated the members of the Club on the very pleasant time they had given all the visitors during the afternoon, gave the S. L. B. C. a few good hints about choosing the teams, and hoped that before long a greater interest would be taken in one of the best of all games. Mr. Aitkenhead replied for the S. L. B. C. as did Messrs. Kinipple and Lucas for the J. G. C. and S. R. C. respectively. Three hearty cheers were then called for the various clubs and the afternoon's proceedings were brought to a close, everyone feeling that one of the best of afternoons of sport had been seen that day at Wayside Park.

Two League Matches Today

Two inter club league matches are scheduled in the lawn bowls program for today, the Shanghai Lawn Bowls Club meeting the Recreation

(Continued on Page 3)

Benevolent Cup Shoot

There has been a lamentable lack of entries for the Benevolent Cup competition, to be shot off commencing at 5:30 p.m. tomorrow under the auspices of the Shanghai Rifle Association, only twelve competitors indicating their intention to participate up to yesterday. The entry list will remain open, however, until 5 p.m. tomorrow and it is hoped that more riflemen will sign up before the shoot. Post entries are $1 and the proceeds of the match, after deducting expenses, go to the funds of the Ladies' Benevolent Society. The honorary secretary and treasurer of the society states that since the first of the year there has been a heavy call upon the society's funds and it is pointed out that those who do not wish to shoot may still send their dollars to aid the fund.

Tommorrow's competition begins at 5:30 p.m. sharp at the 400-yard range and the targets will be changed to 300 yards at 6 o'clock sharp.

POLO TOURNAMENT WON BY 'C' TEAM

Quartette Composed Of Boyd, Hayes, Springfield And Crokam Takes Honors

The Shanghai Polo Club's annual tournament, for which cups had been presented by Mr. J. Spunt, was won yesterday by "C" team, composed of Messrs. Boyd, Hayes, Springfield and Crokam.

Four teams competed in the tournament, which was played on the American plan, each team meeting every other team and the team scoring the greatest number of goals winning. The winning team scored nine goals in all.

The Annual Gymkhana is planned to take place on the August Bank Holiday, when Mr. J. W. Jamieson, C.M.G., has kindly consented to present the prizes after the events.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden, weather permitting, beginning at 5:30 p.m.:

1. March—What are you going to do to help the Boys — van Alstyne
2. Overture—Martha ..... Flotow
3. Waltz—L'Amour d'Ophelia — Lorete
4. Selection—By the Mississippi — Knowles
5. (a) One Step—Liberty Bell — Mehr
   (b) Fox Trot—I'm Always Chasing Rainbows ... Carrell
6. Selection—Going Up ..... Hirsch

A. de Kryger, Conductor-in-Charge.

15TH INFANTRY SERIES WINNER

Tientsin Nine Gets Title After Beating Filipinos 2-0 In 14 Innings

MEYERS BATTLES GOOSLAW

Pitching Duel Ends As Manila Infield Crumbles; Locals Play Filipinos Today

Filipinos And Locals Today

The 14th Philippine Infantry nine makes its final appearance at the Race Course this afternoon. The Filipinos will play Shanghai and the game is to start at three o'clock. Scott and Bradley for Shanghai; Macias and Barnes for the Filipinos.

A two-hours' pitching duel between Meyers and Gooslaw that extended through 14 gruelling innings culminated in the crumbling of the Filipino infield and Gibbens' three base hit. The final session saw the only scoring of the game—15th U. S. Infantry 2, 4th Philippine Infantry 0. The victory carried with it the series' championships.

Colixto fooled Horan's grounder and Gooslaw singled after two were under. The Tientsin pitcher, after getting the bingle that sent Horan to third, took a wild lead that drew a throw from Bobby Steil. The peg was bad and Horan scored the first run of the game. It was a costly mistake for Gibbens punched a triple, scoring Gooslaw.

It was the big break of the long-drawn out game, one of the best ever seen here. It was a baseball chance that Steil took—with all the odds of baseball against him for there were two out and Gibbens had given Meyers little trouble in five previous trips to the plate. Steil had Gooslaw miles off the sack and had the throw been good DeChaves would have had little trouble in touching him out. The throw was bad, DeChaves and Gooslaw collided, the ball went half way to the stand and the ice was broken.

Meyers Had Edge

For 14 innings Meyers had the edge on his opponent. The husky boy from Manila fanned 14 and up to the 14th allowed but two hits, widely scattered—one in the fifth and the other in the 12th. In 11 of the 14 frames, he retired the side in order and until the 14th but one man reached second base.

Gooslaw, too, pitched sturdy ball, scattering four hits through the 14 innings, striking out ten and retiring the Filipinos in order in ten of the 14 sessions. With DeChaves on third with nobody out in the sixth, Gooslaw fanned Colixto and grinned as Gonzales popped to Dupris and Lorenzo fouled to Buckley.

In the tenth Birtulpo landed on Buckley's error after Steil had rolled to Gooslaw. A double play retired the side.

Gibbens Gets In Limelight

DeChaves singled in the 11th and allowed Gibbens an opportunity to contribute the classy play of the game. DeChaves punched one between first and second that was stated for a clean-cut bingle. Gibbens knocked the ball down but booted it. He saw DeChaves make the turn, tore after the rolling ball, turned and shot it on the hop to Dupris and DeChaves was nipped at the middle station. Gibbens' peg was a thing of beauty.

Steil singled in the seventh and was stranded. Gonsales was caught going to second in the eighth after landing on Gibbens' error. Lorenzo was left at second in the 12th as Meyers tightened and Steil hit a high, twisting fly to Gibbens.

Three strikeouts stemmed a belated Filipino onslaught in the 14th although for a time it looked as if Gooslaw had suffered from his collision with DeChaves.

Meyers did not pitch himself out of any holes for the simple reason that he did not allow himself to get into any trouble. DeChaves let Dupris on in the fourth; Montgomery nipped Dupris a city block as the latter essayed to pilfer. Horan singled after two had died in the fifth. Meyer then knocked down White's hard-hit ball, Colixto scooping it up and making a perfect throw for the killing. Owens shut his eyes and picked one off his ear

in the 12th for a single, was sacrificed by Gibbens and watched Yiana make a pretty stop of Dupris' grass cutter.

Before Steil took his wild chance at getting Gooslaw off in the 14th Meyers had given a real pitching treat to the big crowd that saw yesterday's great hurling battle. Then he grooved one to Gibbens and the former Kansas University star just leaned on it.

Fine Fielding Features

The splendid pitching by both Meyers and Gooslaw limited the fielding features. Owens made the best catch of the afternoon, going to right center in the 12th and nabbing Colixto's clout while on the dead run. Colixto made three beautiful plays on ground balls, getting Drinkard in the 10th on a snap peg cut inone while off his balance, so far had he been drawn from his position to make the stop. Drinkard got Yianan's high foul in the fourth and Horan leaped into the air high enough to save Buckley an error in the 10th after the latter had juggled Birtulpo's grounder and hurried the throw.

The quality of baseball staged by both visiting teams came as a fitting climax to a benefit series that has delighted local followers of the American national game.

The box score:

15th U.S. Infantry

	AB	R	BH	TB	PO	A	E
Gibbens, 2b	5	0	1	3	6	5	2
Dupris, ss	6	0	0	0	3	2	0
Nuhns, cf	5	0	0	0	0	0	0
Drinkard, c	5	0	0	0	10	3	0
Buckley, 3b	5	0	0	0	1	3	2
Horan, 1b	5	1	1	1	18	0	0
White, lf	5	0	0	0	1	0	0
Owens, rf	5	0	1	1	2	0	0
Gooslaw, p	5	1	1	1	1	7	1
Totals	46	2	4	6	42	20	5

4th Philippine Infantry

	AB	R	BH	TB	PO	A	E
Lorenzo, lf	6	0	1	1	0	0	0
Yianan, 2b	5	0	0	0	5	4	0
Steil, 3b	5	0	1	1	4	2	1
Birtulpo, rf	5	0	0	0	0	0	0
Meyers, p	5	0	0	0	1	2	0
Montgomery, c	5	0	0	0	13	1	0
DeChaves, 1b	5	0	1	1	14	0	1
Gonzales, cf	5	0	0	0	1	0	0
Colixto, ss	5	0	1	1	3	5	1
Totals	46	0	4	4*	41	14	3

*Gooslaw out for not touching first in the sixth inning.

Innings	1	2	3	4	5	6	7	8	9	10	11	12	13	14	R	H	E
4th	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
15th	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	5	
Hits	1	2	3	4	5	6	7	8	9	10	11	12	13	14	r		
15th	0	0	0	0	1	0	0	0	0	0	0	1	0	2	4		
4th	0	0	0	0	0	0	1	0	1	0	1	0	0	1	4		

Summary

Left on bases—15th U.S. Infantry, 3; 4th Philippine Infantry, 4. First base on errors—15th U.S. Infantry, 2; 4th Philippine Infantry, 5. Three base hit—Gibbens. Stolen bases—DeChaves, 2. Sacrifice hits—Gibbens, Yiana. Struck out by—Goosiaw, 10; by Meyers, 14. Double play—Dupris to Gibbens to Horan. Time of game—two hours and five minutes. Umpires—Chapman and Logan.

Series Title To 15th Because Of Victory

Yesterday's 14-inning victory over the Filipinos sends the Tientsin infantrymen north this morning with the championship of the series. Incidentally that 14th inning saw the first run in 23 frames for the same teams battled on Monday to a no-score tie in nine innings.

The 15th players figured in three of the four extra-inning struggles that marked the series, winning two. They won three games, lost one and tied one; the 4th Philippine Infantry winning three, losing two and playing one no-score game. Shanghai took two and dropped three while the Navy lost three of the four games played.

The results of the series—

15th Infantry	5
Shanghai	4
Navy	4
4th Phils	3
(11 innings)	
15th Infantry	4
Navy	1
4th Phils	2
Shanghai	1
(13 innings)	
4th Phils	0
15th Infantry	0
Shanghai	5
Navy	0
4th Phils	9
Navy	0
Shanghai	2
15th Infantry	1
(11 innings)	
4th Phils	1
Shanghai	0
15th Infantry	2
4th Phils	0
(14 innings)	
Shanghai	5
Navy	0

Club Team Wins From S.R.C. Men

(Continued from Page 2)

S. C. C.

C. E. M. Thomson, b. C. Ollerdessen	14
A. E. Lanuing, b. C. Ollerdessen	4
A. W. Hayward, b. C. Ollerdessen	0
J. M. Pearson, b. Bhoora	10
W. C. G. Clifford, c. Main, b. Manley	21
W. N. Hansell, b. Manley	3
W. S. Read, c. Quincey, b. C. Ollerdessen	21
C. Knight, st. A. F. Ollerdessen, b. C. Ollerdessen	35
E. J. Tippin, run out	11
W. O. Lancaster, not out	14
B. Bauld, b. Manley	0
Extras	14
Total	146

Bowling Analysis

	O	M	R	W	NB
C. H. Bhoora	18	4	34	1	1
C. C. Ollerdessen	21	4	53	5	–
W. T. Manley	9	1	33	3	–
T. Main	4	–	13	–	–

Parsees Win From Police

The Parsees Cricket Club visited the S. M. Police Cricket Club yesterday afternoon and put it all over their hosts, winning by a margin of 69 runs. Chadderton was high bat for the homesters, picking up 17 runs out of a total of 42 while Ragi and R. F. Shroff were the pick of the visiting batsmen.

Parsees

R. F. Shroff, c. Jefferson, b. Chadderton	28
C. B. Sethna, run out	3
S. F. Shroff, b. Sale	2
K. C. Sarkari, b. Rock	4
R. Vicajee, c. Webb, b. Rock	17
H. H. Ragi, (Capt.), st. Webb, b. Treacher	30
E. D. Damri, c. Higgs, b. Rock	9
M. H. Kawarana, not out	0
B. S. Khambatta, c. Jefferson, b. Rock	7
M. D. Daji, c. Higgs, b. Treacher	0
K. M. Sethna, c. McDermott, b. Treacher	0
Extras	11
Total	111

Bowling Analysis

	O	M	R	W
G. Sale	9	–	28	1
E. C. Rock	11	1	38	4
J. W. Chadderton	3	–	14	1
A. L. Diggs	2	–	11	–
E. A. Treacher	3	1	17	2

S. M. P.

F. A. Treacher, c. Khambotta, b. Daji	0
W. J. McDermott, run out	2
E. C. Rock, b. R. F. Shroff	6
G. Sale, (Capt.), b. Daji	4
D. J. Webb, b. R. F. Shroff	0
J. W. Chadderton, c. Sethna, b. R. A. Shroff	17
A. R. Biggs, b. R. F. Shroff	1
C. Higgs, b. S. A. Shroff	3
G. Sadler, c. Sethna, b. S. A. Shroff	0
A. Payne, not out	4
H. Jefferson, b. R. A. Shroff	0
Extras	5
Total	42

Bowling Analysis

	O	M	R	W
R. F. Shroff	10.5	2	23	5
M. D. Daji	7	3	3	2
S. F. Shroff	4	–	5	2

Customs Beat Navy

The Customs C. C. and the Navy C. C. met on the Shanghai Recreation Club's ground and the landsmen proved too much for the tars, putting it over them by more than four times the sailors' score. Ogden for the Customs did exceptionally well with the ball, taking 6 wickets for 17 runs, a little over 2.5 for an average.

Navy

Howard, c. Burkeclose, b. Curry	0
O'Conor, b. Ogden	11
Turner, b. Ogden	2
Tibbs, b. Ogden	11
Morley, b. Ogden	0
Urquhart, b. Ogden	0
Harylewood, b. Curry	0
Speed, run out	0
Lee, c. Clough, b. Ogden	13
Parry, b. Wray	8
Bauld, not out	0
Extras	1
Total	46

Bowling Analysis

	O	M	R	W	Av.
Curry	6	1	18	2	9
Ogden	8.5	1	17	6	2.83
Wray	3	1	11	1	11

Customs

R. S. Campbell, retired	83
R. M. Ogden, c. Harylewood, b. Howard	12
H. E. Wray, c. and b.	1
P. McMahon, b. Tibbs	13
G. Curry, c. Lee, b. O'Conor	8
G. C. Furness, l.b.w., b. Tibbs	0
R. Burkeclose, c. Bauld, b. Tibbs	25
A. P. Hicks, c. Harylewood, b. Howard	0
T. Mellows, b. Howard	15
O. J. Barnes, b. Howard	21
E. Clough, not out	3
Extras	6
Total	187

Bowling Analysis

	O	M	R	W	Av.
O'Conor	6	–	49	2	24.5
Howard	10.5	1	51	4	12.75
Lee	6	–	40	–	–
Tibbs	6	–	24	3	8
Turner	4	1	12	–	–
Bauld	1	–	2	–	–

New Lawn Bowls Greens Opened

(Continued from Page 2)

Club and the Shanghai Junior Golf Club meeting the Yangtszepoo Lawn Bowls Club.

The S.L.B.C. plays the Recreation Club on the former club's greens and the following will represent the two clubs:

S.L.B.C.: A. D. Bell (skip), J. Buckley, A. W. McCallum, W. N. C. Allen.

J. T. Disseldorf (skip), R. G. H. Cole, J. Munro, W. Gater.

J. C. Macdougall (skip), Albert Taylor, W. B. Pitt, F. L. Marshall.

J. J. Sheridan (skip), J. D. Gaines, E. Payne, R. Simmons.

Recreation Club:

H. Veitch (skip), J. E. Lucas, A. J. Brown, N. David.

H. S. Smyth (skip), W. S. Featherstonhaugh, E. O. Thomas, G. Gilbert.

R. Bowerman (skip), E. Peck, P. Reeves, S. Wallace.

A. Eek (skip), E. Fanstone, J. Keefe, J. E. Thurnheer.

Reserves: H. Landers, A. R. Scott, T. Thurnheer.

The Junior Golf Club and Yangtszepoo meet at Honkew Park at 5 p.m.

The following will represent the S.J.G.C.:

D. McAlister (skip), P. Critchley, J. Marshgreen, H. McFarland.

J. Burnside (skip), A. Braid, J. Anding, W. R. Kinipple.

G. B. Stormes (skip), G. Sherman, J. Rush, P. Ephgrave.

T. Spring (skip), A. Hayward, F. George, M. B. Anderson.

Reserves: H. Cheshire, T. Anderson, E. Barnard.

Draws For Championships

Following are the draws for the third round of the singles and pairs championships:

Singles Championship, third round: A. Taylor v. W. N. C. Allen, or S. Wallace. A. Braid v. J. Burnside, H. Smyth v. J. Macdougall, C. M. Bain or J. Sheridan v. J. Munro, T. Spring or J. McGavin v. F. L. Marshall or A. Eek, F. Ferrier v. A. Spiers, G. B. Stormes v. A. Macgregor, W. Bisset v. J. Disseldulf.

Pairs, third round: J. Macdougall and J. Sheridan v. F. L. Marshall and J. Gaines.

J. McGavin and P. Scott or E. Payne and J. Park v. A. Taylor and F. Ferrier.

G. B. Stormes and J. Burnside v. J. Buckley and W. N. Allen.

A. A. Malcolm and W. T. Bisset or S. Wallace and W. Featherstonhaugh v. A. Macgregor and A. S. Allen.

Rinks

Semi-final winners of S. Wallace's or J. Macdougall's or J. Burnside's rink v. G. L. Campbell's rink.

A. D. Bell's or A. Taylor's rink v. C. M. Bain's rink.

Closing date August 4, for all games. First named have choice of ground.

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Swimming Standings

Standing of Swimmers in Rowing Club 1919 Series.

	1-length handicap	Running Headers	2-length handicap	Standing Headers	1-length Breast Stroke	Plunge for Distance	Total
Brodie, E. A.	3	4	1			0	10
Brown, J. B.	1	3	1	3½	1	1	10½
Donald, A. E.	1	0	0	0	1	2½*	4½
Fardel, H. L.	0	0	0	1	0	0	1
Fetherstonhaugh, E. V.	4	0	1	0	1	4	10
Goldman, A. P.	2	2	1	2½	0	0	8½
Henry, F.	0	0	1	0	1	2½*	4½
Henry, J. E.	1	0	1	1	1	1	5
Nash, A. E.	0	0	1	0	0	0	1
Scriven, A. E.	1	0	1	0	1	1	4
Starling, A. W.	0	0	1	0	0	0	1
Yates, Smith	0	0	0	0	1	1	2
Page, P. S.	0	0	0	0	0	1	2
Barnes, E. G.	0	0	0	0	0	1	1
Johns, J. N.	1	0	0	0	0	0	1

*Tie for second place.

Points are allotted as follows: First place 4, Second place 3, Third place 2, while 1 point is allowed to each competitor in each event who does not get one of the first three places.

The local aquatic season is now well under way, most of the clubs are finding their meets well attended and keenness is everywhere in evidence among the active competitors.

The Rowing Club has held three mid-week galas so far, and the standing of their competitors in the 1919 series is shown in the appended table. They expected to play their first league water polo game last Thursday but the match was postponed owing to their opponents being short two men.

The International Swimming Club held its annual general meeting Friday evening, Dr. Stanley being in the chair. The following officials were elected for 1919: president, Dr. Stanley; vice-president, Mr. T. Mellows; captain, C. Encarnacao; vice-captain, V. Elliott; honorary secretary and treasurer, J. H. McGregor; committee—L. Encarnacao, J. Harrison, G. V. Jensen, W. Jones, F. A. Remedios and T. H. Steele.

No further news is to hand regarding the suggested interport competition, but in any case local swimming fans are assured of many treats in the way of local galas—of the Rowing Club, the International Swimming Club, the Police Swimming Club, etc. E. V. Fetherstonhaugh is in great trim this year, and is expected to clip quite some time off local sprint records during the season. Last Wednesday evening at the Rowing Club's mid-week gala he was a surprise packet for the majority of those present when he plunged 59 feet without apparent difficulty on his initial effort and 60 feet on his second try. His third attempt was unfortunately spoiled by his turning off to the left. With practise he should be a doughty opponent in the Plunge for Distance championship. He intends taking a run up to one of the beaches up North shortly, where he hopes to get into perfect condition by the time the local sprint championships are run off.

From present indications it seems likely that the local water polo league will bring an interesting series of games this season. The Rowing Club have had slightly more practise than their rivals, but it cannot be said that their form shows much signs of training together so far; and it is stated that the Police and International Club teams will be stronger this year than last. So at the present time the prospects appear good for some close and spirited matches within the next six weeks.

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE)

STATIONS		Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local	Night Express R
Shanghai North	dep.	....	7.35	9.00	10.00	....	14.50	15.50	....	19.15
Jessfield	dep.	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30
Siccawei	dep.	....	7.58	9.23	10.38	....	15.13	16.13	....	19.36
Lunghua Junction	dep.	....	8.15	9.40	10.53	....	15.30	16.29	....	19.50
Shanghai South	*dep.*	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.58*	*19.20*
Lunghua Junction	*dep.*	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*	*19.50*
Sunglang	dep.	....	8.59	10.48	12.02	....	16.07	17.42	....	20.20
Kashai	dep.	....	9.51	11.52	13.28	....	16.52	18.49	....	21.20
Kashing	dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....	21.56
Yehsih	dep.	8.45	11.05	13.15	15.50	....	17.53	....	....	22.22
Chaugan	dep.	9.45	11.41	14.00	16.50	....	18.24	....	....	22.58
Hangchow	dep.	11.10	12.50	15.25	18.40	....	19.19	....	....	23.41
Zahkou	arr.	11.35	13.10	15.50	19.10	....	19.35	....	....	24.00

ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS		Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local	Night Express R
Zahkou	dep.	....	....	6.30	7.55	....	9.20	14.10	15.30	17.50
Hangchow	dep.	....	....	7.00	8.30	....	10.00	14.35	16.05	18.15
Chaugan	dep.	....	....	8.04	9.48	....	11.40	15.20	17.36	19.03
Yehsih	dep.	....	....	8.41	10.31	....	12.39	15.51	18.40	19.35
Kashing	dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30	20.15
Kashai	dep.	....	7.48	9.53	11.55	....	14.48	16.52	....	20.38
Sunglang	dep.	....	9.06	10.47	12.59	....	16.08	17.40	....	21.36
Lunghua Junction	*dep.*	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....	*22.23*
Shanghai South	*arr.*	*8.38*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....	*22.40*
Lunghua Junction	dep.	....	10.30	11.35	14.05	....	17.18	18.20	....	22.17
Siccawei	dep.	....	10.38	11.44	14.14	....	17.28	18.29	....	22.25
Jessfield	dep.	....	10.46	11.51	14.21	....	17.37	18.36	....	22.31
Shanghai North	arr.	....	11.00	12.05	14.35	....	17.56	18.5	....	22.45

KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55	17.30	23.00	Zahkou	dep.	....	10.10	12.25	....	....	18.40	....
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.15	17.45	23.15	Hangchow	dep.	7.30	10.40	12.45	14.55	16.40	19.15	23.40
Hangchow	dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25	Kenshangmun	dep.	7.42	10.57	12.57	15.12	6.52	19.27	23.52
Zahkou	arr.	....	9.40	12.10	....	....	18.25	....	Konzenchiao	arr.	7.55	11.10	13.10	15.25	17.05	19.40	0.05

R. Restaurant Car.

Little Jimmy

1. "BY JOVE IF IT ISN'T UNCLE HENRY! THIS IS INDEED A JOYFUL SURPRISE! WELCOME TO OUR HOME UNCLE HENRY!"
"I CALCULATED TUH SURPRISE YE BY JEST DRAPPIN' IN FER A SPELL"
2. "LISTEN, DEAR. UNCLE HENRY IS SO RICH HE MAKES THE U.S. MINT LOOK LIKE A POOR-HOUSE! HE'S A CRANK ABOUT HAVING EVERYTHING JUST SO! HE'S VERY SETTLED IN HIS HABITS AND IF WE ARE JUST A LITTLE BIT CAREFUL WE CAN MAKE A BIG HIT WITH THE OLD FELLOW!"
"YES-YES!"
3. JIMMY, HERE'S UNCLE HENRY'S CHECK FOR HIS VALISE. TAKE IT DOWN TO THE MAN AT THE RAILROAD BAGGAGE ROOM AND HE'LL GIVE YOU THE VALISE FOR IT. HURRY BACK HERE WITH IT!"
"BE KEERFUL OF IT SON. IT'S GOT MY NIGHT SHIRT AN' MY LINIMENT AN' MY EXTRY SUNDAY TEETH IN IT!"
4. BAGGAGE ROOM.
"HERE Y'ARE SONNY. I DIDN'T KNOW THERE WUZ ANY OF THAT KIND LEFT!"
"IT'S MY UNCLES"
5. "HI! PIPE THE OLE TIMER!"
"THERE USED T' BE GOOD PICKINS IN THAT KIND UV A WAR BAG!"
6. "GOLLY! HE STANDS UP FINE, DON'T HE?"
7. "NICE DOGGIE PRETTY DOGGIE STAN' UP FOR YER OLE FREN' JIMMY!"
8. "IT'S MY TIME FER BED AN' I WANT MY NIGHT SHIRT OUT UV MY VALISE!"
"BUT UNCLE, IT'S YOUR FIRST NIGHT WITH US. LET'S STAY UP A WHILE AND TALK."
9. "I NEVER EAT VITTLES AT NIGHT AN' I WISH YOU'D TELL YER HUSBAN' IT'S MY TIME FER BED AN' I WANT MY VALISE WITH MY NIGHT SHIRT IN IT!"
"I AIN'T GOIN' TO REST WITH ANY CONTRAPTIONS AS ME MY VALISE AN' IRT TO ONCET!"
"I THOUGHT MAYBE MY PAJAMAS —"
11. "I'VE GOT TO GO AND FIND THAT KID! TRY AND KEEP THE OLD GOAT INTERESTED 'TILL I GET BACK. TRY CHECKERS!"
12. "NOW DOGGIE, YOU'VE GOT A NICE NIGHT SHIRT SO WE'LL GO HOME AN' GO TO BED!"
13. "UNCLE, I HOPE YOU SEE THE HUMOR OF THIS. IT HAPPENED LIKE —"
GRRR
14. "UNCLE!"
"I'VE ALLUS CONTENDED IT WUZ FOOLISH TO MIX WITH RELATIVES AN' NOW I'VE PROVED IT! I'M GOIN' TO A TAVERN!"
DARLINGTON 19
15. OOH PAPA! PAW-PAW! OUCH!
AWOOO
AND IN THE INTRIM